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On the cover: Lars Nielsen, Berlin, Mass., with daughters Annabeth, 7, and Olivia, 4, at work on a 1937 John Deere Model B. "It's a great joy to work on this stuff with my kids. Some real quality 'dad time' and they love running out with handfuls of wrenches to help. They also are looking forward to a ride on that bouncy seat sometime soon." *Photo by Bethany Nielsen, Berlin, Mass.*

Top of this page: Gus Crawford sowing wheat at the Roark family farm in Cheyenne, Okla., using a Farmall Model M and a John Deere DRA drill. Gus is the son of Jim and Tarryn Crawford. *Photo submitted by Juhretta Roark, Cheyenne, Okla.*

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Prepare for a Downpour

Welcome to *Farm Collector's* annual show photo issue! Do you have a tissue handy?

A lot of you folks put up a tough front, but underneath it, I suspect many of you are just plain old softies. Sentimental, like me. Based on my experience in the past few weeks, looking at these pictures, reading the notes people sent with the photos, spending some time with each photo, I predict locally heavy showers in your immediate future.

We knew there'd be fewer shows for people to attend this year, so we invited folks to send *any* photo that had special meaning to them. The photos they shared tell stories nearly impossibly sweet. Neighbors helping neighbors. Fathers honoring fathers, fathers helping sons, fathers teaching kids and grandkids. Friends and family finding way to be together.

You'll also see a wedding with a bride in a white gown and men in plaid shirts and Sunday-best overalls. Decades-old black-and-white snapshots freeze a moment in time, when equipment was new and proud owners busted buttons showing it off.

I am a writer, but I have deep appreciation for the power of a picture. I can't look at the black-and-white photo in this issue, showing more than two dozen farmers who did spring work for an ailing neighbor, without getting choked up. Same for a wedding in front of a steam engine, or a boy driving an antique tractor pulling an antique combine, or a father-and-son selfie.

Pictures also have the power to lighten our moods. Since seeing a photo in this issue, my husband and I have a running gag about staying "one cow apart" when we're out and about (this will make more sense to you once you get a chance to look at the photos in this issue). A photo sent in by a man who could laugh at himself makes me smile every time I look at it, as do several shots of kids enjoying old iron.

But words, too, have power. These came from a gentleman who sent in a particularly lovely photo: *Hope you can read this. At 85, I don't write so good anymore. At 85, I can't do anything very good anymore. But am thankful to be here and enjoy life.*

Words to live by; pictures to warm your heart. Enjoy this issue of *Farm Collector*! **FC**

Leslie

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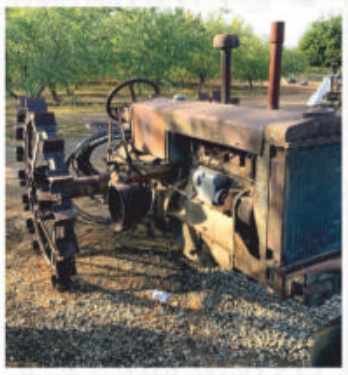

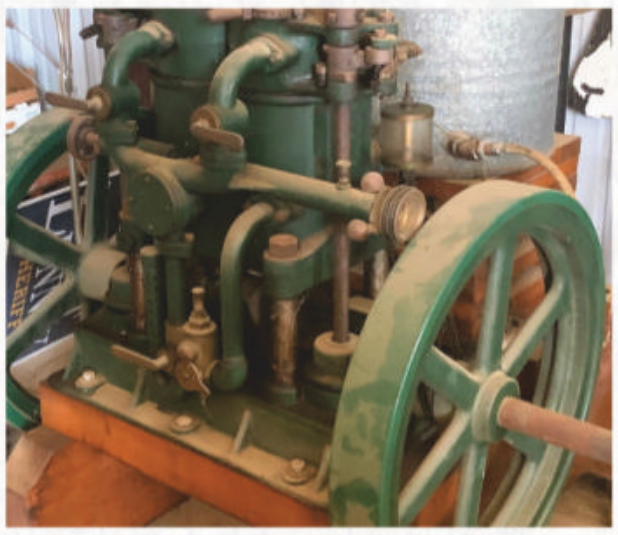

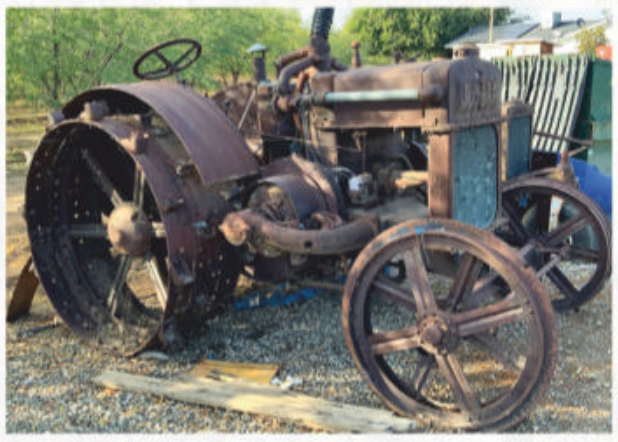

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Anything to avoid the pitchfork

I was just explaining to a visitor how we used the cable system of hayforks and a sling to put up loose hay in our barn. I concur with Curt Strum (*Farm Collector*, Letters to the Editor, December 2020) about placing the dropped load to lessen pitchfork work. I was too young to do the mow work, but I drove the tractor for a few years.

As you can see in one of these pictures, the cable is still wound up on a post in the barn alley … just in case we need to use it again. Still have the sling in great condition and the hay wagon too.

I do not like high places, so Dad always went up to move the rigging from mow to mow. This barn was built in 1927 by my grandfather (who started this farm in 1902) and it is as it was built, and is still used today (round bales and some squares for bale configuration).

Love the magazine and look forward to the mail each month.

We are Allis-Chalmers folks with some newer John Deere pieces. We have enough working ACs that we don't have to unhook anything. Currently have (all in painted and fair- to good-working order D14, D15, D17, D19, D21, 170, 180, 185, three 200s, 220 (4x4), 8070 (4x4), H3, HD6, HD9, HD16 and HD41.

Dad passed away a couple months ago at 99. He still baled hay with his favorite D15 at 99 years old.

Bill Hermann, Port Angeles, Washington

Hard-earned wisdom

A comment on Sam Moore's column on the New Empire Co. (*Farm Collector*, October 2020): The author's note on the round bundle on the carrier brought to mind the fact that it was general knowledge that the John Deere binder made a round bundle, while the IHC bundle was more flat, giving some ease in shocking.

Also, notice the horses with a very light harness in the ad. A ground-driven binder was a hard pull. Having good horses and leather was a must. A broken tug or hames strap usually ended in disaster.

Martin Tandberg, Amery, Wisconsin

Well, it was an idea, but maybe not the best idea…

After reading "Making hayfork lesson fun for a new generation (*Farm Collector*, Letters to the Editor, November 2020)," I was reminded of a story told to me as a kid (I'm 78 now). Really do not know if this is true, but as the story goes, a farmer had a bull that needed to be replaced. He hired a truck to take the bull to market. No matter what they tried, the bull would not walk up the loading ramp into the truck. Since it was haying season and the big barn door was open, they decided to lead the bull to the barn and lift him with the hay rope and put the truck under the bull, then let him down into the truck. A team of horses was hooked to the rope and the bull was in the slings. As the slings tightened around the bull, he let out a roaring bellow. The horses were frightened and took the bull up into the haymow. I was never told how the bull was removed from there, but it was a total mess in my mind.

Roger Nelson, Bouse, Arizona

Photo spurs memories of deliveries to Chicago stockyards

Imagine my amazement at seeing the photo of the Chicago stockyard, and the name F.E. Dean on the door of the Reo truck (*Farm Collector,* November 2020, Page 30).

Fred Dean was a trucker from Arthur, Illinois, the same town I was born and lived in until leaving in 2015 at the tender age of 74. I drove a truck for Fred's competition, A.H. Cornwall. Later, I delivered to the same place that photo was taken, driving a 1950 KB-10 IHC.

Thanks for a great magazine.

Lloyd Dean, Windsor, Illinois

A nearly fatal error

I got quite a chuckle out of Clell Ballard's outhouse article in the November 2020 issue of *Farm Collector*. It brought to mind an incident that happened when a friend went to visit another friend in the good old days.

As they visited on the front open porch, the visitor was in need of relief. Not knowing where the outhouse was, and embarrassed to ask, he waited. Finally, after the call to go was quite urgent, he had to ask where the outhouse was. They showed him behind the house, under a big tree. Because of his urgency, he took off on a run, his eyes set on his goal.

He failed to see the clothesline and it caught him under his chin. His feet kept running until he was stretched out, and then the clothesline dropped him on his back in the grass. When the host saw what had happened, he apologized and said he never thought to mention the clothesline. "That's all right," the friend said. "I wouldn't have made it anyway."

I thought the heading on Clell Ballard's article ("Oh outhouse, where are thou?") was perfect for this story.

Noah Hochstetler, St. Cloud, Wisconsin

Remembering a late-night "special delivery" to local post office

I loved Clell G. Ballard's "Oh outhouse, where are thou?" story (*Farm Collector*, November 2020). It reminded me fondly of a very similar situation occurring on Halloween eve in 1962. We lived in a small California town. Although the town had a post office, the post office didn't have an employee restroom. The postmaster was always complaining to anyone who would listen that he was upset about having to walk to a nearby service station to use the facilities.

My dad spotted an outhouse (still in use) at an old home about a dozen blocks from town. On Halloween night, he rounded up several of us to meet at the outhouse long after dark, and he drove up in his old military jeep. We did verify that the outhouse wasn't in use at the time.

We tilted the old "one holer" to one side, he backed up the jeep and we set the side on the rear bumper. The rest of us then tilted the other side up to the tailgate. Slowly we drove to town and down the main street, making it to the post office undetected.

The outhouse was then tilted back down to the ground, leaving it prominently displayed near the front door. It couldn't be missed. Needless to say, the postmaster was beside himself.

He shouldn't have called my dad to complain and accuse him of doing this to him. Face to face, my dad's laughing would have been a certain giveaway, and although the postmaster was fairly sure of the guilty party, I'm not sure he ever learned positively who did it. Shortly thereafter, the postmaster retired and a new post office was built with a restroom!

Lee Hardesty via email

From the mailbag:

In regard to a photo printed on Page 5 of the December 2020 issue of *Farm Collector*, Bob Kohrs, Frontenac, Minnesota, sends this note: "The photo shows a potato hiller. It was used to mound dirt on top of potatoes to make short work of it, if you had rows and rows of potatoes. You have to keep adding more mounds of dirt on top to keep the potatoes under the dirt as they grow."

Remembering an old movie

The story, "Secondhand Stuff," in the November 2020 issue of *Farm Collector*, reminded me of a 1936 movie with Joe E. Brown titled *Earthworm Tractors*. It was based on the book, "Botts Begins."

Dale R. Reimold, Fredonia, Pennsylvania

Editor's note: *You are right on the money, Dale: The movie is based on the same series our excerpt showcased!*

CORRECTIONS

An article on the competition between International Harvester and Deere & Co. that appeared in the May 2020 issue of *Farm Collector* contained inaccuracies.

A caption on Page 17 misidentified the production run of the John Deere GP. In fact, the GP was produced 1928-'35.

A tractor shown on Page 17 was misidentified as a McCormick-Deering Model 15-35. In fact, the tractor shown was a 15-30.

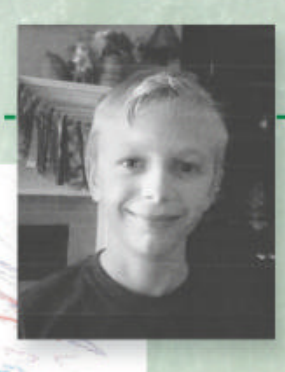
A caption on page 18 misidentified the Farmall F-20's production run. In fact, the model was launched in 1932.

The Waterloo Boy tractor's production run cited in the article was incorrect. In fact, the tractor was produced for about 10 years.

Send letters to: ***Farm Collector*** *Editorial, 1503 SW 42nd St., Topeka, KS 66609; fax: (785) 274-4385; e-mail:* ***editor@farmcollector.com****; online at:* ***www.farmcollector.com****.*

Sprouts

LIAM PRIPPS, AGE 10



LIAM PRIPPS, IS OUR FEBRUARY WINNER!

Liam Pripps, 10, is this month's featured artist. The son of Tyler and Elizabeth Pripps, Marine on St. Croix, Minn., Liam will receive a *Farm Collector* T-shirt: Congratulations, Liam!

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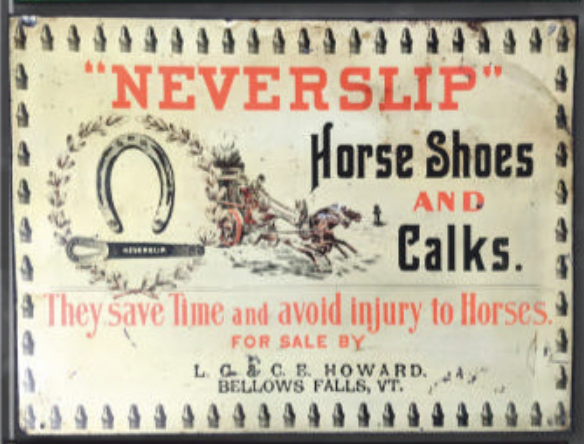

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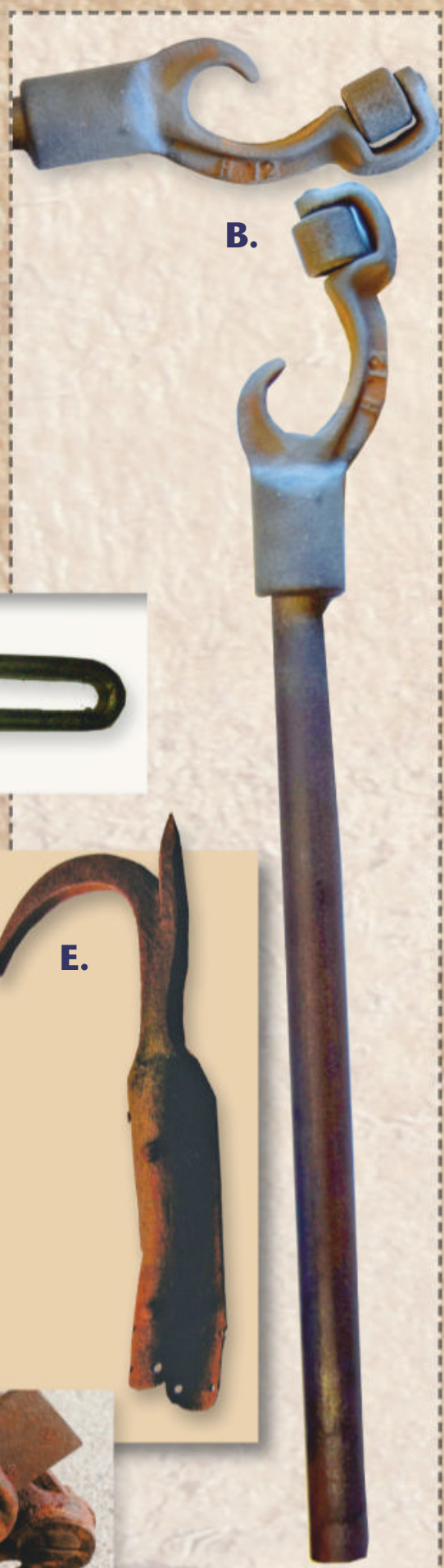
GADGETS, GIZMOS & CONTRAPTIONS WANTED: FEBRUARY MYSTERY TOOLS

The genius of pioneer inventors can confound us. Countless contraptions that revolutionized farming in the 19th and early 20th centuries have become contemporary curiosities, or even mysteries. Here are six sent in by readers. Do you know what they are?

Answers to the February 2021 items will appear in the April 2021 issue.

Answers for new items in this issue must be received by Feb. 5, 2021.



A. Tool measures 11 inches overall; shaft measures 5 inches. When handle is cranked, it spins half a revolution backward and then a full revolution forward. Changeable bits; not sharpened.

B. Piece measures 24 inches overall with an 18- by 3/4-inch pipe handle. The roller rolls and the part number is H72.

C. Tool measures 6-1/2 by 1-1/2 inches. Marked *C.E. Griffin, Lamberton, MN* (Griffin was an early Lamberton store owner).

D. No description provided.

E. Large hook measures 24 inches long, 3 inches in diameter; appears to be blacksmith-made with bolts to hold a pole or tongue, possibly pulled by a team.

F. Tool measures 7 by 3-1/2 inches. Opening is adjustable with a sharp knife; no markings.

To submit photos:

Send prints to *Farm Collector*, 1503 SW 42nd St., Topeka, KS 66609. Send digital images to *editor@farmcollector.com*.

- Photos should be taken in a well-lit area against a plain background. Include dimensions and markings on the piece, and your name, city and state. We cannot guarantee every photo will be published. No photos will be returned.
- Digital photos should be sent as .jpegs at a minimum of 300 dpi.

To identify an item:

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Answers for new items shown in this issue must be received by Feb. 5, 2021.

ANSWERS TO DECEMBER MYSTERY TOOLS

A. Race knife, also known as a timber scribe; used to cut marks into wood by lumbermen, carpenters, coopers and surveyors. Identified by Bill Bracy, Murfreesboro, Tenn.; Vince Bogard, Tillamook, Ore.; Erwin Fullerton, S. Woodstock, Vt.; Don Snyder, Decatur, Ill.; and John S. Rauth, Ridgely, Md. *Photo submitted by Jim Palokangas, Menahga, Minn.*

B. Ford Motor Co. wrench. Identified by Richard Lehr, Delmar, Del.; P.T. Rathbone, Marsing, Idaho; Ken Goldsmith, Cobb, Wis.; Paul Ryberg, Cambridge, Minn.; Milo Harpstead, Stevens Point, Wis.; Jim Sorensen, Kimberly, Idaho; Don Snyder; Gale Gilbertson, Lynnwood, Wash.; Ken Ladd, Minneapolis, Minn.; Arthur H. Bailey, Wilmington, Vt.; and Neal Miller, Long Prairie, Minn. "The wrench opening appears to have been filed larger to fit something other than the Model T Ford spark plug it was designed for," says Gale Gilbertson. "The socket end that fit the Model T head nut has been removed and the handle has either been modified or just plain, as it was manufactured straight. The "1" in front of 5893 should be T 5893, which is the factory part number." *Photo submitted by Wade Karcha, Yorkton, Saskatchewan.*

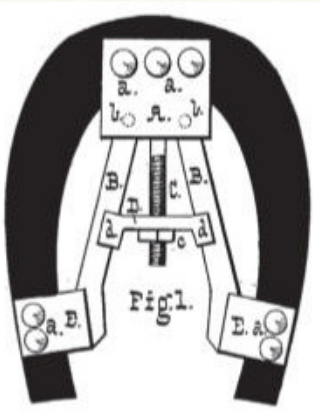
Part number on the Ford wrench. *Photo courtesy Gale Gilbertson*

The Ford wrench in use. *Photo courtesy Gale Gilbertson.*

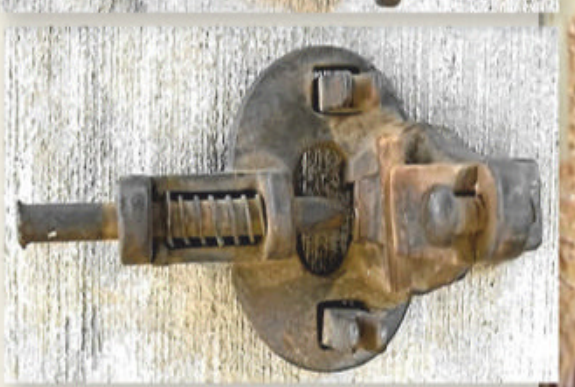
C. Unidentified. *Photo submitted by Josh Fork via email.*

E. Ceag-style miner's lamp. Identified by P.T. Rathbone, Ken Ladd, Arthur H. Bailey and Joseph Schofield, San Gabriel, Calif. *Photo submitted by Richard Bader, Middletown, N.Y.*

D. Supplemental horseshoe, designed to be removable from permanently attached shoes. Identified by Vern Notestine, Frankenmuth, Mich.; P.T. Rathbone; Gene Hoenig, Gainesville, Texas; Chuck Clark; Gordon Jessee, Colorado Springs, Colo.; Bill Bracy; Neal Miller; Daniel Jepsen, Miles, Iowa; and Ken Ladd. "This device attaches to the permanent horseshoe," Vern says. "It is easily attached and removed with the threaded screw in the center. Small steel plates, which are missing from the piece in the photo, attach at the four holes." *See patent no. 229,607. Photo submitted by Wayne Rogers via email.*



Patent no. 229,607: Supplemental horseshoe. Patent awarded July 6, 1880, to Charles G. Hill, Arlington, Md.



F. Unidentified. *Photo submitted by Joe Schofield, San Gabriel, Calif.*

Sam Moore

HOMEGROWN

Above: The Ohio mower and reaper in the field.

EARLY FARM MANUFACTURERS THRIVED IN SMALL-TOWN AMERICA

The industrial base of Salem, Ohio, where I long lived, is today a pale shadow of the booming factories, foundries and machine shops that once crowded along the railroad tracks at the southern end of town. Long-forgotten firms with names such as Buckeye Engine, Victor Stove, Silver & Deming, Grove Chewing Gum, Salem Wire Nail Mill, Aetna Mfg. and Salem Mfg. Co. once gave employment to thousands of men and boys.

Many of these manufacturing concerns were started by men who recognized the need for a product, and who had the ability or the genius, as well as the determination, to invent, improve and manufacture that product. Hundreds of small towns across the country had similar farm equipment inventors and manufacturers.

Early mowers and reapers replaced hand tools

For decades, farmers "made do" with the hand tools and farming practices (all requiring heavy manual labor) used for centuries by their ancestors. However, by the middle of the 19th century, several factors applied pressure to that ancient way of life. Schools were more numerous, and rural folks were becoming better educated. The telegraph brought news of the outside world to local newspapers, which passed it along to their readers. Also, during the 1860s, hundreds of thousands of men served in the Union and Confederate armies, drastically reducing the manpower available to till, plant, cultivate and harvest crops.

Sickles, scythes and cradle scythes were the implements of choice for cutting hay and grain, but these hand tools were slow and required lots of manpower. Machines to mow hay and cut grain were developed during the decades just before the war. Obed Hussey and Cyrus McCormick tussled over which one of them made the first reaper. William Ketchum patented a one-wheel hay-mowing machine in 1847. Cyrenus Wheeler and Cornelius Aultman (the latter from nearby Canton, Ohio) patented hay mowers during the 1850s.

Small manufacturers side-stepped costly transportation charges

During the Civil War, Salem was in the center of a large agricultural region that was demanding the newfangled mowers and reapers. Even though the railroad had arrived in 1852, transportation charges for machinery were high and production of the new equipment seemed like a good opportunity for local manufacturers.

One of these Salem manufacturers was Taber, Pope & Street, who started the Novelty Works in 1856 to build

small oscillating steam engines and other machinery. Charles Taber (the senior partner) and J.W. Street patented a mower in 1862, but J. Oscar Taber was the main inventor. In 1863, Oscar invented a swath board and stick for mowers, and in March 1868, a dropping platform and reel that converted a mowing machine into a reaper.

Just a month later, Oscar patented a combined harvester and mower, which went into production as the "Quaker." Charles Taber died in about 1869 and Oscar incorporated the firm as the Salem Mfg. Co. early in 1870, with capitalization of $80,000.

Oscar patented a new mower (the "Improved Quaker") in March 1870. It could also harvest grain with an attached reel and dropping attachment patented by him.

At least seven mower and reaper patents were issued to J. Oscar Taber between 1863 and 1870, as well as a couple to one of his employees, Charles N. Owen. Despite an 1870 account that claimed the Salem Mfg. Co. and its 120 employees were building 1,200 mowers and reapers annually, in about 1870 the firm ceased operations, for unknown reasons.

Prolific inventor Amos Rank and Aetna Mfg.

Amos Rank was another prolific Salem inventor and manufacturer of reapers and mowers. Born Dec. 5, 1837, in nearby Stark County, he built a large brick Italianate-style house in Salem in 1869 that still stands today. In 1870, a writer said of Rank: " … a worthy man in the right place, ingenious, skillful as a mechanic, urbane, of strict integrity, public spirited, he has … the respect and confidence of the community."

In 1864, Rank started Aetna Mfg. Co. (probably originally known as Barnaby, Rank & Co.) to build the Ohio mower and reaper under the patents of Ephraim Ball, who was associated with Cornelius Aultman of Canton. Rank incorporated in 1866, and set out to develop his own line of mowers and reapers.

I found 22 patents issued to Amos Rank between 1865 and 1873, all for mowers and reaping attachments, or various improvements to the machines. In addition, he was issued at least three patents for improvements to railroad cattle cars. That's many more patents than were issued to John Deere, Cyrus McCormick and Jerome I. Case, combined.

"It would be inexcusable … to look beyond Salem"

The Aetna factory was just north of the railroad tracks along the east side of Range Street (now South Ellsworth) and included a large, two-story building used for machining parts, final assembly and painting. Nearby, there were a foundry and a large blacksmith shop, a coal and sand house, and a "commodious office and store room."

Raw materials used in annual production of 1,500 machines included 500 tons of coal, 700 tons of pig iron and 200 tons of wrought iron. During the busy season, there were 125 workmen, supervised by foremen who owned stock in the firm and who " … shared the profits of the business."

A blurb in the Aug. 10, 1870, *Salem Journal* extolled the new Aetna self-rake reaper, which had just been patented by Mr. Rank, saying: "We cannot doubt that the farmer will find this self-rake a real improvement over former methods, and worthy the attention of those to whom a good harvester is (essential). Like all the work turned out at the Aetna shops, lightness and strength are combined in it. It would be inexcusable … for a farmer to look beyond Salem for a thorough and reliable harvester."

Look beyond Salem they must have, however. Aetna Mfg. Co. went out of business in 1874. Aetna Mfg. and Amos Rank were soon forgotten, while Deere, McCormick and Case became rich and famous, and their machines flowed out of the factories for another century or more. FC

*Sam Moore is a long-time **Farm Collector** columnist. This column originally appeared in the August 2006 issue of **Farm Collector**.*

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Improved Quaker,

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And for Beauty and Style of Finish

EXCEL anything heretofore offered to the Farmers in this class of Machinery.

IMPROVED SELF-RAKE.

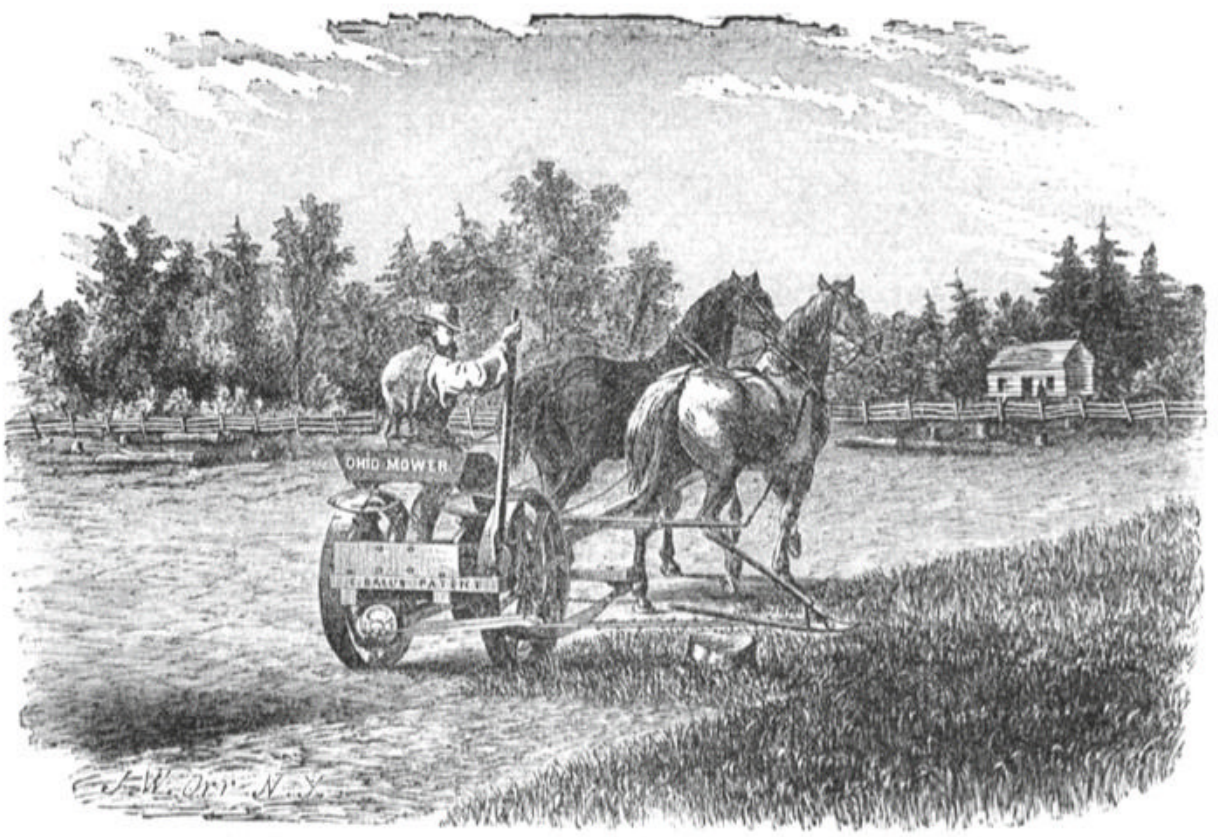
During the past season we have successfully adapted to this Machine one of the

Best Improved Self-Rakes in the Market.

Right: A two-page ad for the Salem Mfg. Co. "Improved Quaker" mower.

Left: Inventor Amos Rank launched Aetna Mfg. Co. in 1864 in Salem, Ohio. Just five years later, he built this large, Italianate-style home in Salem.

Below: Amos Rank's Ohio mower.



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ON WITH THE SHOW!

ROCKED BY THE COVID-19 VIRUS, 2020 SHOW SEASON IS DOWN BUT DEFINITELY NOT OUT, AS PROVEN BY *FARM COLLECTOR* READERS' FAVORITE PHOTOS

In a year like no other, antique tractor and engine shows tumbled like dominoes as the agonizing decision was made to cancel one after another after another. And yet, there were outliers: Some clubs found a way to forge ahead.

In the following pages, you can travel to shows across the country from the comfort of your easy chair, thanks to photos shared by *Farm Collector* readers. But you'll find more than just show photos. With fewer shows taking place, we encouraged readers to share any photo celebrating the old iron hobby.

The photos came rolling in: tractor drives, kids working on dad's tractor, family events and even a wedding set in front of an antique steam engine. It was immediately clear that this hobby is going strong, even in an era of social distancing.

As you take in this rich array of images, pay particular attention to the black-and-white photos. Decades-old pictures speak in a profoundly deep way. You'll hear echoes of enduring values: taking care of each other, toil, achievement, sacrifice, family, taking pride in one's work.

These photos are like a phone call from a dear friend. In a year when nothing was the same, these photos transport us. Here's hoping they remind you of what once was, and what will be again. And now, on with the show!

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2

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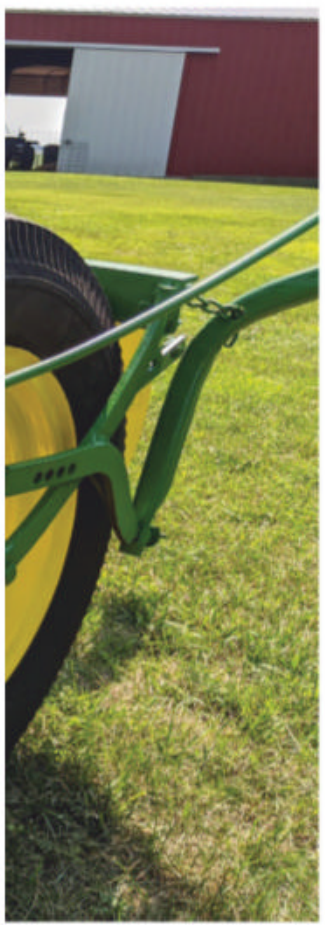
1. "In the spring of 1949, Bob Whittinger, a farmer near Akron, Ind., had an appendectomy just at the time he needed to do his spring work. Neighbors and friends from miles around came together to get the preparations done, so Bob and his family could still have a successful year. My wife's grandfather, Elmer Earl Meredith, is among those pictured with their tractors. Her family lived about a mile from the Whittinger farm." *Photo submitted by Leigh Morris, La Porte, Ind.*

2. This handsomely restored Farmall F-20 was among the tractors on parade at Brown Family Pioneer Days, Central City, Iowa, July 25-26. The show played host to the IH Collectors Chapter 5 State Show. *Photo by Pam Olson, Kensett, Iowa.*

3. This John Deere 290 planter was Dave Goette's summer project. Dave, who lives in Bricelyn, Minn., restored the relic to working order with help from his father-in-law. "We are going to plant a small sweet corn plot next summer with it," he says. *Photo by Dave Goette, Bricelyn, Minn.*

4. "This is my dad, Einer Jensen," says John E. Jensen. "He is on his Allis-Chalmers Model C tractor with the mounted planter. Our farm was in Ringgold County, Iowa, near Clearfield, Iowa. I presume the photo was taken in the mid-1950s and naturally in the spring. I think I'm the kid in the photo, squatting and doing something, but I'm not sure." *Photo submitted by John Jensen, Knoxville, Iowa.*



MAINTAIN
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KEEP ONE COW
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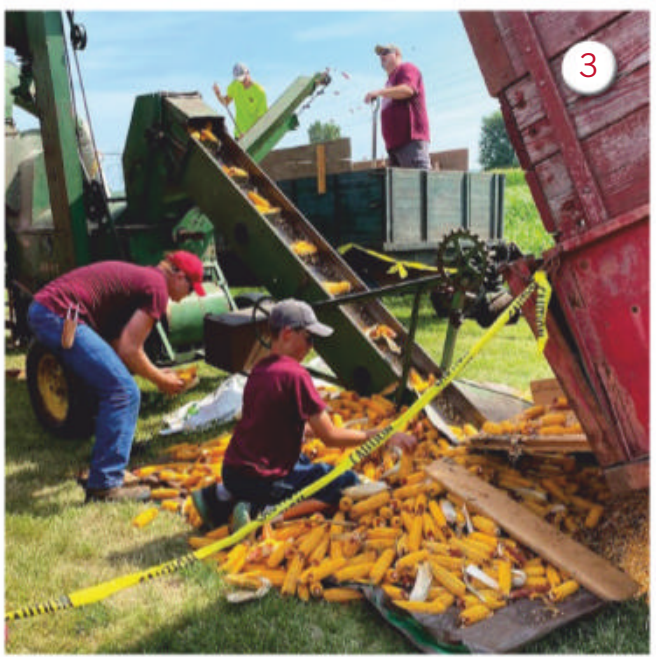

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DELCO LIGHT
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THE PERFECT FUEL
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Coca-Cola
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V-Pulleys
DE LAVAL Cream Separator
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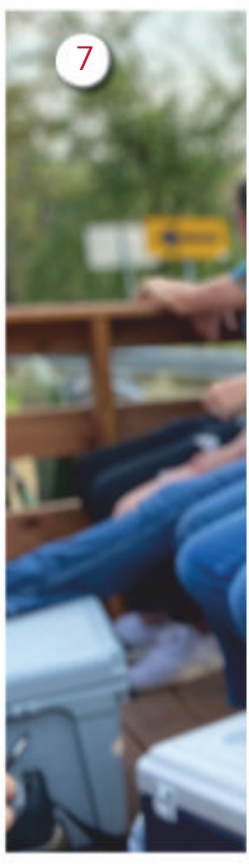


1. "Although I'm in my 80s," says Bill Albert, Eldon, Iowa, "I still mow my own yard. But obviously my reaction times have slowed." *Photo submitted by Bill Albert, Eldon, Iowa.*

2. "Keep one cow apart." A sign at a show in Geneseo, Ill., this summer adopted a lighthearted, but practical, approach to the pandemic. *Photo submitted by Kim Engquist, Chillicothe, Ill.*

3. Shelling corn at the Princeville, Ill., summer harvest show. "We were so thankful to have our summer show this year," says Kim Engquist. *Photo submitted by Kim Engquist, Chillicothe, Ill.*

4. Norm Hays' John Deere wagon lift, powered by a two-horse sweep, was put through its paces during the fourth annual Mule and Draft Horse Show at the Tri-State Engine & Thresher Assn. grounds in Bird City, Kan., on Oct. 10. The event featured 18 teams and demonstrations of a corn sheller powered by a four-team sweep, a hay baler powered by a two-horse sweep, and a sorghum press and grain grinder powered by single-horse sweeps. Field work included plowing, manure spreading, and mowing using horse- and mule-drawn equipment. *Photo submitted by Norm Hays, Vernon, Colo.*

5. The best part of a threshing bee just might be visiting with friends and family. At the Coal Springs Threshing Bee, Sept. 25-27 in Meadow, S.D., these friends took advantage of the chance to catch up (left to right): Bruce Flatmoe, Burnsville, Minn.; Harold Flatmoe, Meadow, S.D.; Harold Wahl, Dupree, S.D.; and Luddy Schmidt, Bison, S.D. *Photo by Lisa Hofer, Brookings, S.D.*

6. At the Bos Brothers Fall Harvest Show in Erie, Ill., in September, corn was harvested by hand and horse-drawn wagon. *Photo submitted by Kim Engquist, Chillicothe, Ill.*

7. "On Sept. 5, we had a family tractor-wagon ride. We called it the in-law and out-law cruise. We used a 1957 John Deere 620 purchased new by my father-in-law. We also used a 1951 John Deere A my father bought used in 1954. I have owned this tractor for 47 years. The third tractor used was a 1952 John Deere A, the first tractor I restored, back in 1993. The fourth is a 1948 John Deere A I purchased from a neighbor. It was about 23 miles of steady driving. We made it just before dark! It was a gorgeous day for the ride, with 41 family members ages 2 through 89." *Photo submitted by David Wolfe, Arcadia, Wis.*

1
WOOD BROS.

2
FARMALL
McCORMICK

5
RUSSELL

3

6
ROTO-RACK

4
DELUXE

7

1. In the Roark family of Cheyenne, Okla., family members cut wheat with pull-type combines and old tractors. Later in the year, they return to sow 60 acres of wheat with John Deere DRA drills. Here, Parker Roark, 21, is at the wheel of a Farmall F-20, pulling a Woods Bros. combine. *Photo submitted by Juhretta Roark, Cheyenne, Okla.*

2. The Roark family's Farmall Model M and McCormick-Deering No. 76 combine, with 12-year-old grandson Gus Crawford as operator, cutting wheat. The grain is loaded into a 1948 Diamond T grain truck. Gus is the son of Jim and Tarryn Crawford. *Photo submitted by Juhretta Roark, Cheyenne, Okla.*

3. Arthur Hoeft and his new Minneapolis-Moline swather and his Farmall C. "Our farm was near Zumbrota, Minn.," says his son, Arvin. "My father was so proud of his new swather and, also, proud of the grain crop that year. It was about 1957. Dad let me ride on the back of the swather. I can still smell the new-cut oats and straw. I still have the C and a friend and a neighbor have just repainted and overhauled it. It looks and runs like new!" *Photo submitted by Arvin Hoeft, Lake City, Minn.*

4. Antique tractors were showcased at the Education of Yesterday farm show in Dresden, Ohio, in October. Hosted by the family of the late Kenny Moore Jr., the event featured demonstrations and displays. *Photo submitted by Paul Medaugh, Dresden, Ohio.*

5. Bride and groom Katie Leach and Cody Stephens listen intently as John Dewell offers words of advice during the couple's Aug. 8 wedding in front of John's Russell steam engine. "It was a glorious wedding," John says, "and it was great fun to take part in it!" *Photo by Carol McIntire, **The Carroll County Messenger**, Carrollton, Ohio.*

6. A Huber thresher in original condition on display at the Education of Yesterday show in Dresden, Ohio, complete with the Huber Roto-Rack and blower. *Photo submitted by Paul Medaugh, Dresden, Ohio.*

7. Mercedes Stirling, 9, Menno, S.D., on her 1946 Minneapolis-Moline ZTU and her brother, Joseph Stirling, 8, on his 1940 Farmall A at the Coal Springs Antique Show & Threshing Bee, Meadow, S.D., Sept. 25-27. *Photo by Jared Stirling, Menno, S.D.*

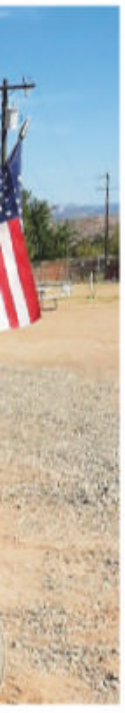
8. Vendor Terry Shinabarger, Bison, S.D., talks tractors with Norman Waldner, Carpenter, S.D., during the Coal Springs Threshing Bee, Sept. 25-27 in Meadow, S.D. *Photo by Lisa Hofer, Brookings, S.D.*

9. Long intrigued by the Yeoman of England tractor, Galynn Ferris got the opportunity to drive one while attending a tractor show in Edendale, New Zealand, during the ***Farm Collector*** tour in January. "The V-4 diesel engine has a unique sound," Galynn reports, "and the shorter length allows the tractor to be quite maneuverable." *Photo submitted by Galynn Ferris, Montgomery, Texas.*

10. Dale Dowden and his son, Ben, shot a selfie before heading to the 50th annual Southeastern Threshers' Reunion, Denton, N.C., on July 4. "In the background are our 1949 Massey-Harris Pony and our 1946 Massey-Harris 101 Junior tractors," Dale says. "A great father-son activity." *Photo submitted by Dale Dowden, Princeton, N.C.*

CRANE CO
SAMSON
PORTLAND ORE

FARMALL



1. This windmill (with a fan 20 feet in diameter) is more than 100 years old. "While windmills are very common here in Pacific Northwest, one this size is not," says David Ruark, Pomeroy, Wash. "A mill this big would more typically be found in the southwestern U.S." Originally placed on top of a 50-foot wooden tower near Eltopia, Wash., the mill is now on display at the Eastern Washington Agricultural Museum, Pomeroy, Wash. *Photo submitted by David Ruark, Pomeroy, Wash.*

2. An eight-horse sweep – with Missy Redden directing traffic from the center – provides power to a corn sheller during the fourth annual Mule and Draft Horse Show at the Tri-State Engine & Thresher Assn. grounds in Bird City, Kan., on Oct. 10. *Photo submitted by Royce Chambers, Sterling, Colo.*

3. Hauling shocked grass hay on the Percy Chegwyn farm, McMinnville, Ore., in about 1948. The 1937 John Deere Model BO is pulling a 16-foot wagon bed mounted on steel wheels. Agnes Chegwyn is on the tractor; Herbert Chegwyn is on the wagon, and Charles Chegwyn is standing in front. *Photo submitted by Charles Chegwyn, McMinnville, Ore.*

4. Purchased just before the farm equipment shortages of World War II, this 1942 Allis-Chalmers All-Crop harvester was on the job in July of that year at the Percy Chegwyn farm in McMinnville, Ore. Herbert Chegwyn is at the wheel of a 1937 John Deere Model D. Kathleen Chegwyn, 11, is shown at front. Percy Chegwyn is sewing sacks, and Charles Chegwyn, 10, is watching the hairy vetch. *Photo submitted by Charles Chegwyn, McMinnville, Ore.*

5. This Allis-Chalmers threshing machine, owned by Dave Kress, Fulda, Ind., was powered by a John Deere 620 owned by Steve Kress (Dave's brother), Jasper, Ind. John Kern, Mariah Hill, Ind., is on top during an Oct. 4 tractor show in St. Meinrad, Ind. *Photo submitted by Katie Gullquist, Evansville, Ind.*

6. "In the early 1950's, my dad purchased an Allis-Chalmers Roto-Baler," says Bill Albert. "This changed our lives tremendously. I bought one like it in 2008. I have baled several hundred bales with it." *Photo submitted by Bill Albert, Eldon, Iowa.*

7. The Arizona Flywheelers Club in Cottonwood held its 36th annual show Oct. 30-31. "The tractor and engine displays were smaller than usual, but a good time was had by all," says Gary Covert, club president. Shown here: Randy Waddle, Tolleson, Ariz. *Photo submitted by Gary Covert.*

8. Two boys, one coat. Solomon Lamb (left) and James Weed shared a coat on a chilly but beautiful day during the Finger Lakes Old Time Farmers' Fall Foliage Tractor Ride and Hayride Oct. 3. Fourteen wagons and two wagons full of riders participated this year. *Photo submitted by Katie Forst, Baldwinsville, N.Y.*

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AGRI KING

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JOHN DEERE

4

JOHN DEERE
JOHN DEERE

5

McCORMICK
FARMALL CUB

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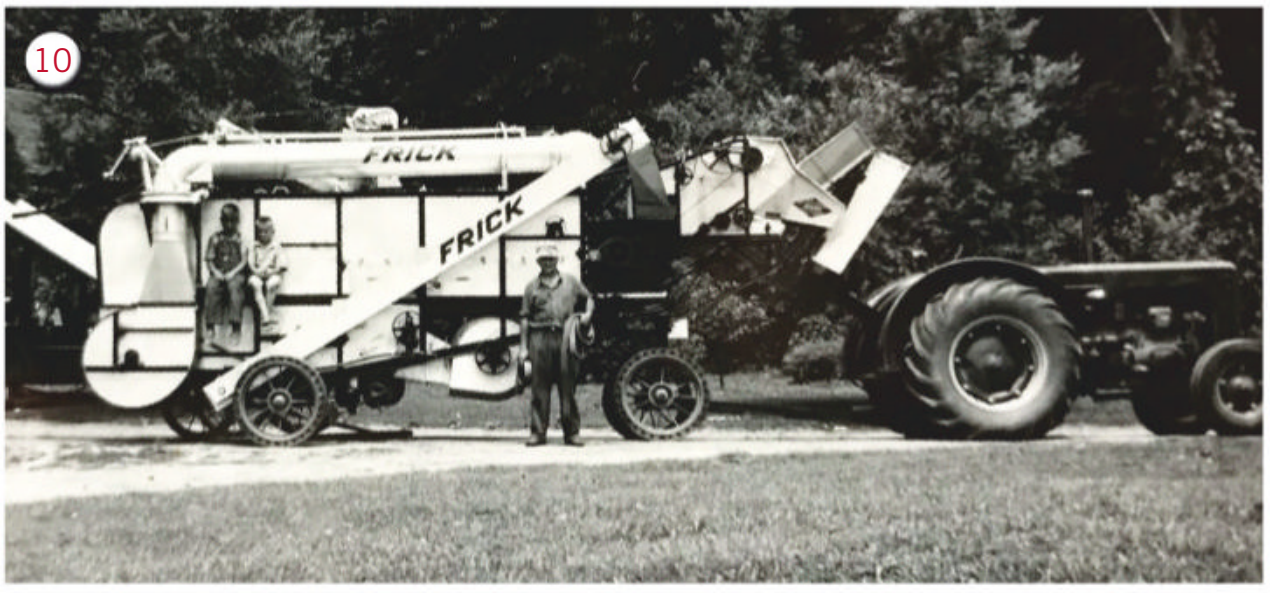

1. The Finger Lakes Old Time Farmers' Oct. 3 Fall Foliage Ride showcases the natural beauty of rural New York as tractors and riders wind their way through 20 miles of farm country back roads with stunning autumn views. *Photo submitted by Katie Forst, Baldwinsville, N.Y.*

2. For Greyson Platt, 3-year-old grandson of Linda and Paul Lensman, St. Paris, Ohio, this is about as good as it gets. Shown with his grandparents' Case 1070 series pedal tractor, Greyson is also a huge fan of his granddad's toy collection. *Photo submitted by Linda Lensman, St. Paris, Ohio.*

3. For his 2020 4-H project, Kevin Hembrough (with his dad's help and guidance) refinished the John Deere pedal tractor that originally belonged to his great-grandpa, Richard Hembrough. Kevin is the son of Richard and Sheila Hembrough, Jacksonville, Ill. *Photo by Richard Hembrough.*

4. A pair of John Deere GP tractors displayed the flag at the Nittany Antique Machinery Assn. fall show, Sept. 10-13, in Centre Hall, Pa. *Photo by Gary Gentzel Sr., Spring Mills, Pa.*

5. "This 1953 Farmall Cub is one-of-a-kind," says Rudy Valen. "Mowers at the San Diego Zoo, which sits on a lot of hills, were tipping over while mowing weeds. The zoo asked Farmall to build two special tractors for them. This Cub, one of the two, is only 36 inches tall. The rear wheels are wider, and there are weights on all wheels. Power for the sickle bar has to go over the rear axle and through the belts and pulley. A special lever goes into the rear axle housing to operate a two-speed differential (besides the regular transmission)." *Photo submitted by Rudy Valen, Camp Verde, Ariz.*

6. The Spark Plug Collectors of America celebrated the 45th anniversary of the club's founding at the Florida Flywheelers show in February. Left to right: Mark Beard, Glen Kurth, Mike Healy, Gene Isenga, Bill Stevens and Tom Detwiler. "We never would have thought that this show would be the first and last show we would go to in 2020," says Janet Healy. *Photo by Janet Healy, Fulton, Mo.*

7. This Palmer YT-1 marine engine was displayed by Jim Rose, Waterford, Maine, at the Cumberland (Maine) Fairgrounds Sept. 19 as part of a show sponsored by the Maine Antique Power Assn. Built by Palmer Bros., Cos Cob, Conn., the YT (Yacht Tender) line was launched in the early 1920s. *Photo submitted by Gary Willison, Standish, Maine.*

8. David Manktelow with his Ford Model T truck and a load of celery in 1920. *Photo submitted by his grandson, Duane Manktelow, Ontario, N.Y.*

9. It may have been cold and rainy but 2-year-old Elliana Gullquist (the daughter of Paden and Katie Gullquist), had the time of her life at a tractor show in St. Meinrad, Ind., on Oct. 4. She is posing with a 1951 Oliver Row Crop 66 owned by Elliana's grandpa, Bob Demuth, Ferdinand, Ind. *Photo submitted by Katie Gullquist, Evansville, Ind.*

10. "In this 1945 photo, My grandfather, C. Martin Greenleaf Sr., then 38, with his two sons, Edgar (my father, age 9) and Scott (my uncle, age 5). Martin was the proud new owner of this Frick thresher being pulled by a Case Model LA tractor. Greenleaf did custom grain threshing around the area in Kirkwood, Pa. The three are no longer with us, but worked their entire lives in farming and agribusiness." *Photo submitted by Terry Greenleaf, Kirkwood, Pa.* **FC**

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RESTORATION REVIVES Sweet Memories

OHIO MAN COMPLETES FULL RESTORATION OF 1948 INTERNATIONAL KB-2 ICE CREAM TRUCK

Article and photos by Fred Hendricks

Country kids have fond memories of summer visits to their "city slicker" friends, in part because of ice cream trucks. When the ice cream truck arrived in a neighborhood, signaled by music broadcast over a loud speaker, play time stopped and everyone gathered to enjoy frozen treats.

Tim Musselman grew up in Galion, Ohio, where the Andrews Dairy truck made regular stops. Tim's memories of those days resurfaced after members of his car club visited a collector's home where an unusual truck was displayed. "I could not be along that day," he says. "Without any specifics, club members encouraged me to check it out."

Out of curiosity, he went to see the truck, which turned out to be a 1948 International Model KB-2 from the Andrews Dairy fleet. "It was the same truck from which we bought ice cream as kids. It immediately captured my interest, as I loved the style of that truck," he says. "The engine didn't run, but the metal was reasonably good. Within 10 minutes from when I first saw the truck, I had it bought for $8,000. The truck had additional meaning as my dad's print shop provided services for Andrews Dairy."

Seeing the truck spurred memories. "I remembered those great times, playing with my friends as a kid," Tim says. "When the ice cream truck came into our neighborhood, kids would yell, 'the ice cream man is here!' Word spread quickly. We'd run home to get a nickel

1. Tim Musselman's handsomely restored 1948 International Model KB-2 truck with ice cream freezer.

2. Tim Musselman with his restored International Model KB-2 ice cream truck. When he was a boy, kids would call out "ice cream man!" when the Andrews Dairy truck entered the neighborhood. With that fond memory, Musselman added the wording on the truck's door.

3. The iconic front of the International KB-2 truck. Note the chrome strips on the side of the center grille. The widened lower grille gave it the appearance of "wings." Tim added the red center lights and bells on the left.

3. Back view of the International ice cream truck.

5. The International's Green Diamond 6-cylinder, 73hp engine. Tim replaced worn parts, including wiring, to bring the engine back to working order.

from mom to buy a treat. Those good times have been firmly embedded in my mind with the purchase and restoration of the truck."

Keeping it true to memory

After Andrews Dairy retired the 1948 International Model KB-2, the truck changed hands twice. The man who owned the truck before Tim began the restoration process, but lost interest. When Tim got hold of the truck, one of his early decisions was whether to retain the dairy fleet's original colors of gray and white. "I decided to paint the truck one solid color," Tim says. "I discovered an off-white shade called Vanilla Shake. I thought it would be an appropriate color for an ice cream truck." Shades of red used on the Andrews name and accent points set off nicely from the off-white.

The International's Green Diamond 6-cylinder engine was plagued by a deteriorated intake gasket, and the spark plugs were beyond use. Tim quickly learned that replacement parts for old International trucks were hard to locate and quite expensive.

After putting the truck on blocks, Tim removed the fenders and chrome pieces. He welded metal parts that were loose, especially those around the fenders. Metal parts were sandblasted in preparation for priming and painting.

Tackling restoration challenges

Two major challenges stood in the way of restoration. Every piece of glass in the truck was broken and the window run channels were shot. In addition, chrome pieces on the truck were covered by paint over-spray from a previous restoration attempt.

Removing paint from the chrome was tedious and time-consuming. "It was a tough job scraping it off," Tim says. Numerous small strips of chrome comprise the grill, and many hinges were also made of chrome.

Tim had new glass made according to the truck's specifications. Felt guides for the door glass were replaced at a cost of $500. Fortunately, the doors' internal mechanisms worked properly once the glass was replaced, he says.

The truck's 960-pound ice cream freezer is an aftermarket product. Incredibly, the freezer's compressor was in working condition. "I breathed a sigh of relief when I first turned on the compressor," Tim says. He had a local refrigeration service check for leaks and recharge the unit. When the freezer is

6. Tim restored the truck's cab to "better than original" condition. Note the turn signal on the steering column and the gear shift on the floor.

7. The International ice cream truck before Tim began his restoration. *Photo courtesy Tim Musselman.*

8. Tim, sanding a fender in preparation for priming. *Photo courtesy Tim Musselman.*

9. This International truck advertisement features the KB-2 model.

needed, Tim plugs it in the night before. "The cold plates will hold for 10-12 hours the following day," he says.

Tim duplicated the original Andrews Dairy decals, but with a touch of his own. "I added 'Ice Cream Man' on the doors," he says. "We yelled that as kids when the truck came through the neighborhood." Whitewall tires add the finishing touch.

A long history in truck manufacture

International Harvester launched its motor truck line in 1907. The first high-wheeled, 2-cylinder outfit was known as the Auto Wagon. Having established a reputation for manufacture of farm machinery, International built on that success with a motorized farm wagon designed to handle rough roads between farm and market.

Although different in appearance and performance, there is a strong linkage between the early Auto Wagon and today's International truck line. With its air-cooled-engine, early International trucks were designed to perform efficiently and economically.

Numerous model improvements were introduced over time. After the 1930s, when the C and D lines were manufactured, International trucks moved into a modern era. In 1940, the company introduced the K line. This innovative new line ranged in size from half-ton pickups to giant six-wheelers. Large transport rigs were designed to haul cargo over highways; other models transported heavy loads over rugged, off-highway terrain. The company manufactured 82,626 trucks that year.

Launch of International's famed KB line

In 1947, International celebrated its 40th anniversary as a truck manufacturer. The company's postwar truck line was designated as the KB line. The characteristic difference between the K and KB line was a widened lower grille with a wing-like appearance. The company sold 122,000 KB-1 and KB-2 trucks between 1947 and 1949. The KB series was eventually replaced by the L series.

The KB models progressed from 1 through 14, designated by load capacity. For example, the KB-1 was a 1/2-ton model; KB-2, 3/4-ton; and KB-3, 1-ton. No KB-9 or KB-13 models were produced.

There were few differences between the KB-1 and the KB-2. The two models share most of the same mechanical and chassis components. Their rear axles are supported by a single roller bearing. With a heavier load rating, the KB-2 had a stronger suspension. Headlights were built into the fenders; the hood had an alligator-style opening.

Chrome "wings" were added to the sides of the grille in the KB-1 through KB-5 models. Chrome was used in a wrap-around piece on the front hood, in a hood ornament and in lettering indicating model designation below the International nameplate on each side of the hood.

Serving up good times

The ice cream truck is not Tim's first restoration project. He has restored more than 20 vehicles, including tractors, automobiles and fire trucks. "My most challenging restoration was the 1928 Seagrave fire truck that originally belonged to the Bucyrus, Ohio, fire department," he says.

But few pieces in his collection have resulted in as much plain, old fashioned fun. "It gave me great satisfaction when it was completed," Tim says. "I've displayed it and served ice cream from it for many special events. It always draws a crowd. And I marvel at the smiles it brings to admiring adults and children." **FC**

For more information: Tim Musselman, (419) 689-0839; email: tcmusselman@gmail.com.

Freelance writer Fred Hendricks of Mansfield, Ohio, covers a vast array of subjects relating to agriculture. Email Fred at fwhendricks@gmail.com.

RARE PAIR IS AT HOME ON THE RANGE

RARELY SEEN INDIANA TRACTORS STAR IN KANSAS MAN'S COLLECTION

Top: Neil Hartwig with his freshly restored Indiana tractor and his friend, J.D. Baughn (left).

Bottom: Neil with his rare pair of Indiana tractors.

Incredibly, a pair of rare tractors – including one that's a family tractor – has ended up in the same collection in southeast Kansas. The tractors were built between 1917 and 1919 by Indiana Silo & Tractor Co. (formerly known as Star Tractor Co.), Anderson, Indiana.

The first of the two tractors – serial no. 727 – was shipped by the manufacturer to a dealership in Kansas City, Missouri. The Indiana 5-10 was sold as the All 'Round.

Frederic Hartwig, Humboldt, Kansas, bought the serial no. 727 tractor from the dealership for $900 (roughly $13,540 today). At the same time, he purchased a 16-inch, 1-bottom Oliver plow for $125.

Designed to replace horse power on the farm, the Indiana was equipped with a LeRoi vertical L-head engine and an electrical system produced by Atwater-Kent. On the road, it travelled at a top speed of 4mph; it was capable of plowing about 4 acres in a 10-hour day. Early on, the Hartwig tractor provided belt power for use with a buzz saw.

Performance test no. 62 was successfully conducted on the Indiana 5-10 at the University of Nebraska Sept. 13-17, 1920. The model was produced from 1919 to 1924. The 4-cylinder tractor had a bore and stroke of 3.125-by-4.5 inches.

Retired from farming – but then, disaster

Later in the 1920s, Frederic Hartwig's brother Charlie purchased the tractor and plow to use in plowing fields on the south branch of Owl Creek in Woodson County, Kansas, and to perform other farm work as needed.

In 1929, under the strain of the Great Depression, Charlie Hartwig and his family moved to town, where he secured work. The Indiana and the Oliver plow were unused for some time. Later, as conditions improved, Charlie returned to farming. But by the late 1930s, the tractor's age was showing. Because its drive chains showed wear and routinely slipped off the sprocket, the tractor was relegated to powering a sawing operation. At some point, it was retired from use and stored in a shed.

After Charlie's death in 1975, his son, Neil, inherited the Indiana and the Oliver plow – and the tractor's original manual, which included a priced parts list. The manual showed a full line of 16 implements for the Indiana. The tractor and plow remained in storage until 2010 or 2011, when the building caught fire. All of the tractor's combustible parts – wiring, distributor, plastic, copper radiator and tubing – were destroyed.

Finding another Indiana

Later, Neil had the tractor restored by Lee Sackett in Minnesota. Meanwhile, in September 2010, Neil attended an auction in Falun, Wisconsin. An Indiana tractor was listed on the sale bill. "I have to have that tractor," Neil said. When he returned home, he was the proud owner of a second Indiana (serial no. 2180) and another Oliver plow. The second Indiana has also been restored by Lee Sackett. Today, Neil enjoys displaying the rare pair at tractor shows. FC

For more information: Neil R. Hartwig, 920 Osage, Humboldt, KS 66748; phone: (620) 473-2713.

2021 Steam SCHOOLS

WITH FINGERS FIRMLY CROSSED, ORGANIZERS ANNOUNCE 2021 SCHEDULE FOR STEAM SCHOOLS FOR BEGINNERS AND EXPERIENCED ENGINEERS

By *Farm Collector* staff

An important and essential component of the steam engine hobby in the U.S. experienced significant disruption in 2020, when steam schools across the country were cancelled by the spread of the Covid-19 virus. In the new year, organizers are optimistic that the events will go forward as planned.

In some cases, the 2021 classes were filled by late summer 2020. "Our 2020 class, which we postponed to 2021, was already overbooked," says John Johnson, spokesman for the Rough & Tumble Engineers Historical Assn. Steam School, early last October. "All those students want to take the 2021 class, so our steam school is full and we have a waiting list."

Prospective students are advised to register early, and in these particularly uncertain times, check websites and verify dates before travelling.

Whether you're a veteran engineer or a novice, steam schools provide invaluable instruction on steam basics, maintenance, safety precautions and emergency procedures, all conducted by qualified professionals. Some steam school programs offer credit toward licensing.

Did we miss your group's steam school? Contact us at **editor@farmcollector.com** *or call (800) 678-5779 to get your program listed on our website and in future listings.*

ILLINOIS

Central States Threshermen's Reunion
When: June 5-6
Where: Threshermen's Park, Pontiac
Tuition: $60 ($50 for each additional family member)

The Central States Threshermen's steam school is designed for beginning and intermediate engineers, with an emphasis on safe engine operation. Tuition includes camping space, refreshments, lunch both days and class materials.

The morning schedule consists of classroom presentations covering the properties of steam, boiler basics, running the engine, lubrication, injector operation, boiler maintenance and restoration, belting up and emergency procedures. Afternoon sessions focus on hands-on firing and operation.

For more information: Doug Smith, 2695 E. 1900 N Rd., Moweaqua, IL 62550; (217) 341-4987; email: **smithkeck1920@gmail.com; www.threshermensreunion.org.**

IOWA

Heritage Park of North Iowa Steam Engineer School
When: May 15-16
Where: Heritage Park of North Iowa, Forest City
Tuition: $75

The Heritage Park steam school offers two classes: one for beginners, and one for advanced students. As part of the course, attendees help prepare one or more steam traction engines for steam-up. Those who complete the class will receive 16 hours credit toward the 50 hours required for a Minnesota Hobby Engineer's license. Class size is limited to 50 beginners and 20 advanced students. Materials, lunch and refreshments are included.

For more information: Jerred Ruble, Heritage Park of North Iowa, P.O. Box 27, Forest City, IA 50436; (612) 860-9830; email: **antiquepowershows@heritageparkofnorthiowa.com; www.heritageparkofnorthiowa.com.**

Midwest Old Threshers Reunion Steam School
When: May 1-2
Where: Midwest Old Threshers grounds, Mount Pleasant
Tuition: $75

The class begins at 8 a.m. on the first day; a short lunch break is held at noon. On the second day, participants will operate working engines for a hands-on experience. The session ends at 2 p.m. on the second day, following a noon meal (which is included). Students must be age 14 or older.

For more information: Julie Scott, 405 E. Threshers Rd., Mount Pleasant, IA 52641; (319) 385-8937; email: **info@oldthreshers.org; www.oldthreshers.org.**

KANSAS

Kansas Antique Engine Show Safety Assn. (KAESSA)
Steam School
When: April 17-18
Where: 1221 East Murdock, Wichita
Tuition: $50

Tuition covers handouts, breakfast and lunch both days. Those who attend both days will earn 16 hours toward a Kansas operator's license. Two to three engines will be fired up for use during the school.

Topics covered include boiler system components, feed systems, safety appliances, lubrication, terminology, types of engines, start-up from cold, and safety. Additional information will be posted as it becomes available on the KAESSA website and Facebook page.

For more information or to register: Sherry Housos, (785) 488-6727; email: sherryhousos@gmail.com; www.kssteamassoc.com

MINNESOTA

Western Minnesota Steam Threshers Reunion
University of Rollag Steam School
When: June 19-20
Where: Steam Hill, Rollag
Tuition: $50

The two-day course offers classroom instruction and hands-on experience using a wide range of steam equipment, including stationary, traction, miniature and railroad engines. The class is certified for Minnesota, North Dakota and Ohio steam hobby license. WMSTR is the only training approved by the state of Minnesota not provided by a state-run entity. Materials and two meals are included.

Class size is limited to 70. Because those enrolled in the 2020 class, which was cancelled by the pandemic, were given first opportunity to enroll in the 2021 class, the 2021 class is already filled to capacity.

For more information: Tom Hall, University of Rollag, P.O. Box 999, Moorhead, MN 56561; (218) 233-1771; www.rollag.com.

PENNSYLVANIA

Rough & Tumble Engineers Historical Assn. Steam School
When: May 15-16 (beginning at 9 a.m. Saturday and 8:30 a.m. Sunday)
Where: Rough & Tumble grounds, Kinzers
Tuition: $80

Because those enrolled in the 2020 class, which was cancelled by the pandemic, were given first opportunity to enroll in the 2021 class, the 2021 class is already filled to capacity. To be placed on the waiting list, contact John Johnson (details below).

Enrollment is limited to Rough & Tumble members. New members must join prior to school in order to operate equipment on the R&T grounds. Class is limited to the first 22 applicants (age 14 and over). Steam School tuition includes all materials.

Emphasis is placed on safety, maintenance, operation and hands-on experience. Class time is limited to half of the first day, with remaining time dedicated to practical, hands-on operation, including cleaning, inspection, maintenance and operation of numerous steam traction engines. Conditions permitting, students also may operate two railroad engines (The Shay and Little Toot) as well as custom engines and a large variety of steam traction equipment. This gives students the widest experience available to operate steam equipment, an experience unique to Rough & Tumble Engineers Historical Assn. in Pennsylvania.

For more information: John Johnson, P.O. Box 9, Kinzers, PA 17535; (717) 442-4249; email: steamschool@comcast.net; www.roughandtumble.org.

1. Graduates of the 2019 Rough & Tumble Engineers steam school in Kinzers, Pa., proudly display their certificates of completion. *Submitted photo.*

2. Randy Aimone and his daughter, Olivia, students at the Central States Threshermen's steam school, at the wheel of a 60hp Case owned by Mark Corrigan, an instructor at the Central States steam school. *Submitted photo.*

3. The curriculum at the Rough & Tumble steam school covers practical, hands-on operation, including cleaning, inspection, maintenance and operation of numerous steam engines. *Submitted photo.*

VIRGINIA

Somerset Steam & Gas Engine Assn.
Somerset Steam School
When: April 10-11
Where: Fairfield View Dairy Farm, Somerset
Tuition: $100

The course is divided into classroom and hands-on sessions with qualified and experienced instructors focusing on education, familiarization and safety in the operation and maintenance of steam engines and boilers. All course materials and two lunches are provided. Class size is limited to 20 students. Applications may be downloaded from the Somerset Steam & Gas Assn. website (see below).

For more information: Gil Roberts, P.O. Box 492, Somerset, VA 22972; (540) 672-3429; email: info@somersetsteamandgas.org; www.somersetsteamandgas.org.

WISCONSIN

Wisconsin Historical Steam Engine Assn. Steam School
When: Sept. 24-26
Where: North Central Wisconsin Antique Steam & Gas Engine Club show grounds, 223755 Steam Hill Dr., Edgar, WI 54426
Tuition: $75

Topics covered include stream theory; steam engine components; boiler construction; operation and maintenance; piping, valves and accessories; firing under various loads; handling an engine; boiler water treatment; and emergency procedures. Registration is at 4:30 p.m. on Friday. Class is held from 5 to 9 p.m. Friday, 8 a.m. to 5:30 p.m. Saturday, and 8 a.m. to 2:30 p.m. Sunday.

Materials provided include a textbook, Steam Traction Engineer's Checklist, and Case Steam Engine Manual. Breakfast and lunch both days, and dinner Saturday night, are included. Free primitive camping is available on the show grounds. Class size is limited to 40; preregistration is required. Completion counts for 16 hours toward the required number to obtain a state operator's license in Minnesota and Ohio. Youth scholarships are available.

For more information: Jeff Bloemers, Wisconsin Historical Steam Engine Assn. Steam School, 5903 Cart Path Rd., Sheboygan, WI 53081; (920) 287-1146; email: jwbsteam@gmail.com; www.whsea.org.

First Day ON A John Deere Model A

YOUNG TRACTOR OPERATOR STUDIES AT THE SCHOOL OF HARD KNOCKS

By Lloyd Munson

Above: This 1936 John Deere Model A is nearly identical to a Model A owned by the author, except that the rear rims on his tractor had round spokes.

I was only 11 when I first drove a John Deere tractor. It was the summer of 1956. We were in a hay field on our farm, picking up bales with a wooden slide. The tractor pulling the slide was a 1936 John Deere A that belonged to our neighbor immediately to the south. I was thrilled to help the local farmers who were heaping the slide full of square bales.

It had been decided that I would be better suited for operating the tractor than wrestling with the dense alfalfa bales. What's difficult for me to understand, even today, is that everyone in the field knew I was a novice in the tractor seat. My experience until then had been confined to my family's Farmall H and a neighbor's 9N Ford.

It also was no secret that my father disliked John Deere tractors. He preferred the 4-cylinder Farmall engine to the 2-cylinder John Deere. He said the foot clutch and the extra cylinders made for a smoother and less abrupt start, especially when straining under a heavy load.

My personal issue with the John Deere I was about to mount was its volume: This was the machine that would pierce my upstairs bedroom window with loud popping from the exhaust on early mornings during spring planting and fall harvest, when its full torque was devoted to pulling various tillage tools. The harder a John Deere pulls, the more it can "bark." This often interrupted my effort to sleep in, since this particular neighbor was known to be an early bird in the field.

But Albert, the neighbor who owned the John Deere A, was a close friend of my family and our neighbors. He was a widower in his late 60s and seemed eager to welcome drop-in guests, even at mealtime. My parents often discovered that, yet again, I had wandered to Albert's and shared supper with him. Although to an 11-year-old boy he seemed like an old man, he still proved to be agile and strong.

Releasing the clutch – with an assist from Albert

I still wonder today if my father had reservations when I climbed aboard the "Johnny Popper" to pull the hay slide.

I don't remember if rain was in the forecast, but often it was when haying was underway. Regardless, the farmers wanted to finish the job, so I quickly mounted the tractor platform and engaged the hand clutch by pushing the lever forward with my right hand. Bales aren't spaced evenly on a field, so there is always a moment when the driver will need to pause to allow the pickup crew to catch up. Several voices yelled in unison, "stop!" I grabbed the clutch and pulled and pulled, but the tractor continued to churn ahead. The clutch wouldn't release.

In what seemed like no time, Albert leaped on the tractor hitch, leaned forward with an outstretched arm and yanked the lever. The tractor lurched to a halt. Despite that, I was allowed to keep driving.

Next up: Loading the haymow

When all the bales had been gathered, we chugged to Albert's farm to deposit his share of the bales in his barn. I was still in the driver's seat but this time a rope was attached to the front of the John Deere to power a pulley system to carry bales into the top of the barn (or the haymow).

A hayfork would clamp down on a bundle of bales, per-

haps eight at once, and I would get the signal to begin my relatively short journey to drive the tractor in reverse. That would engage the pulleys and send the bales up and into the barn. The rope then carried the suspended bales across the mow to where they could be dropped in place. At that precise moment, I was to stop quickly and then return to my starting point to await the next load.

By this time, I guess I was feeling flush with confidence in my ability to pilot the tractor. I drove backward at a steady, slow idle. I thought this was even easier than driving in the field! The clutch seemed to be quite cooperative. The unloading of the hayrack proceeded smoothly.

Coming to a screeching stop

Then came the last load. I began backing up. But when the routine shout and wave came and I pulled on the clutch, the tractor kept moving. The clutch was stuck. Suddenly there arose a chorus of farmer voices yelling, "stop! Stop! Stop!"

I pulled on the clutch lever with all my strength. Finally, the tractor stopped – because the engine died. Unfortunately, it wasn't because of my valiant effort with the clutch lever. The tractor had pulled the bale carrier off the track to the opposite end of the barn. It stopped when it banged against the wall and killed the engine.

As one of the farmers ran toward me on the tractor, I remember sliding off the seat and scurrying over to see what damage had been caused by that final pull on the rope. The end of the barn suffered a slight bulge near the peak of the roof.

The final outcome of this day on the farm wasn't as tragic as I feared. The barn didn't sustain serious structural damage, probably thanks to the craftsmanship of those who built it many years before. Albert wasn't angry. If anything, he was relieved that nobody was injured. My father felt I had made my best effort to stop, so I suffered no consequences from him.

Albert also divulged that he had recently taken his tractor to the local repair shop for a tune-up. The clutch had been tightened. Apparently, the tightening had been overdone – at least compared to the strength of an 11-year-old boy on that fateful day.

The Model A continued to serve as Albert's sidekick in the field and barnyard. Meanwhile, I enjoyed more years at home driving tractors, albeit Farmall red.

A few years after this initiation on a John Deere, and only mere months after my father had died, Albert stopped by to bid my mother and I farewell. He was retiring and was on his way to a new home in the city. He truly had been a friend and mentor.

Years later, when I owned my own tractors and farm implements as an adult, my collection included two 1936 John Deere tractors, an A and a B. I raised a family on an acreage on the opposite side of Iowa from my boyhood home. I tinkered, repaired and came to appreciate the quality built into those machines.

And yes, I was able to operate and disengage the clutch. FC

Lloyd Munson gratefully acknowledges the assistance of his son, Kyle Munson, in reviewing this article. *Email Lloyd Munson at* **Lloyd.winnie.munson@gmail.com.**

Above: The author rescued this 1936 John Deere Model B from his father-in-law's boneyard in 1970. "When we moved to our acreage in 1975, it was our only tractor. I had pulled the differential, replacing the axle bearings and seals, ground the valves, put new tires on the front and good used tires on the rear. I kept it running for more than 30 years and came to really appreciate the simplicity and dependability built into these tractors."

Left: The author at age 10 in 1955.

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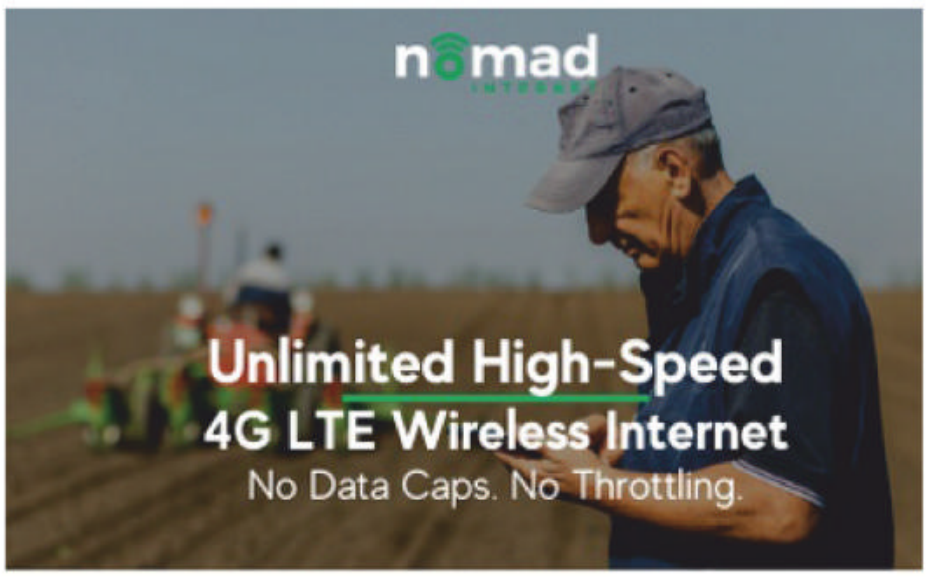

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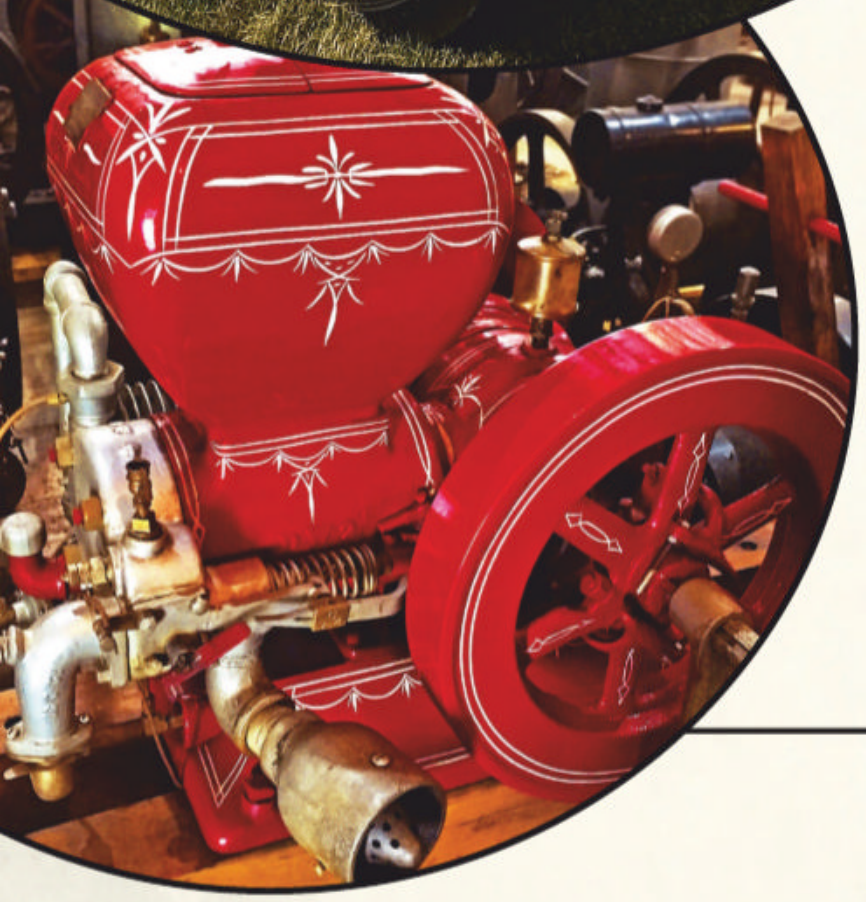

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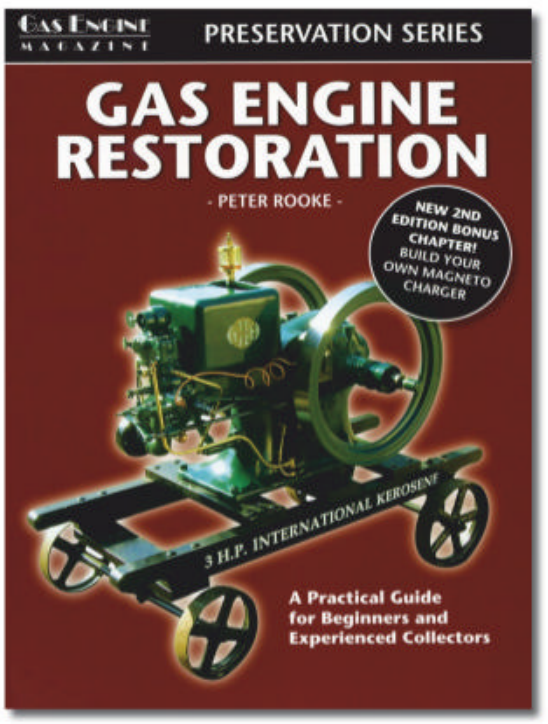

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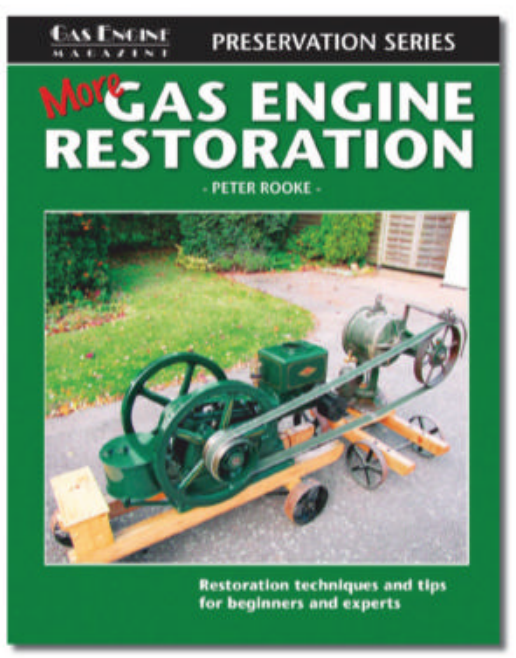

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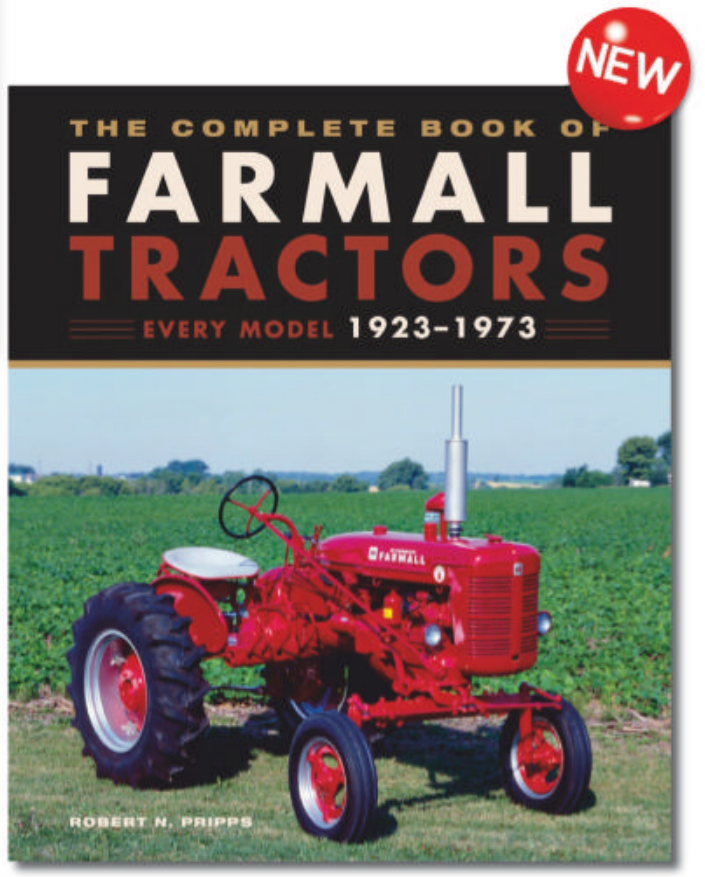

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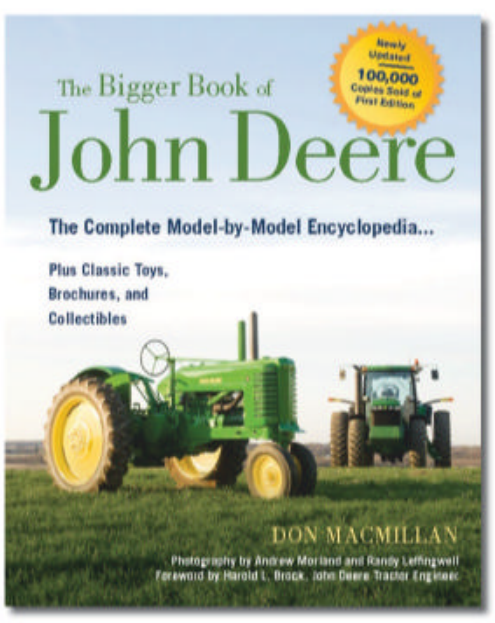

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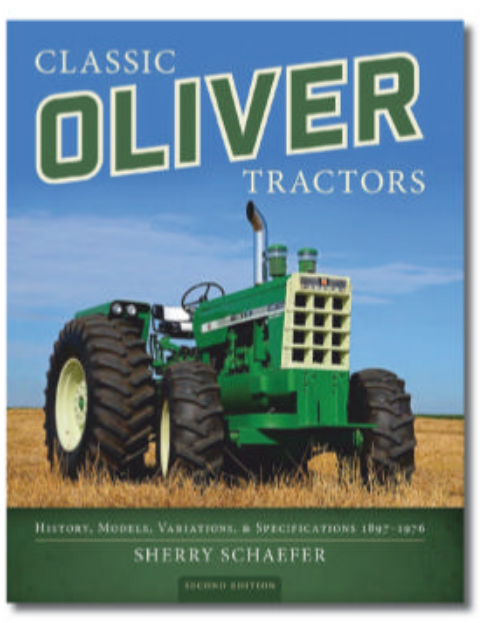

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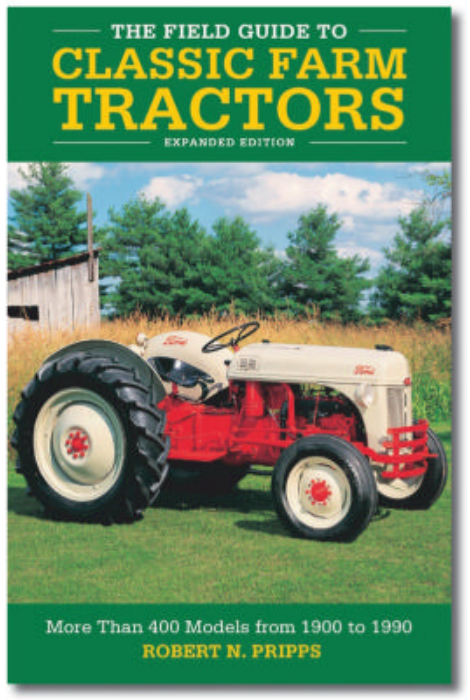

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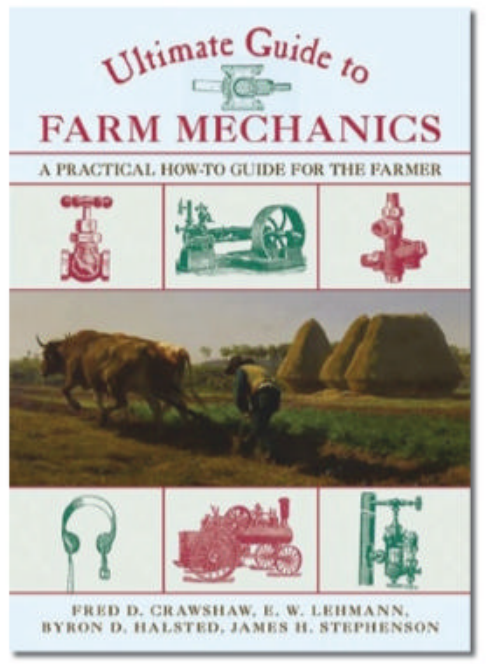

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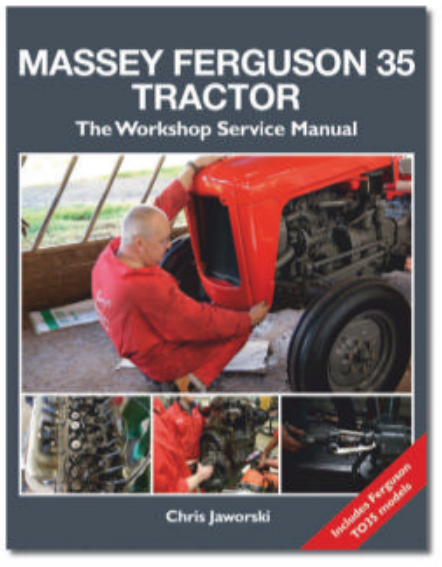

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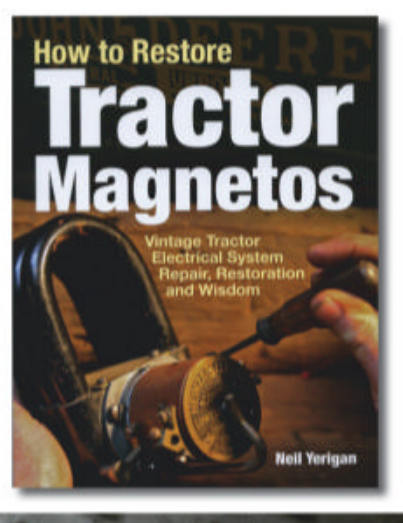

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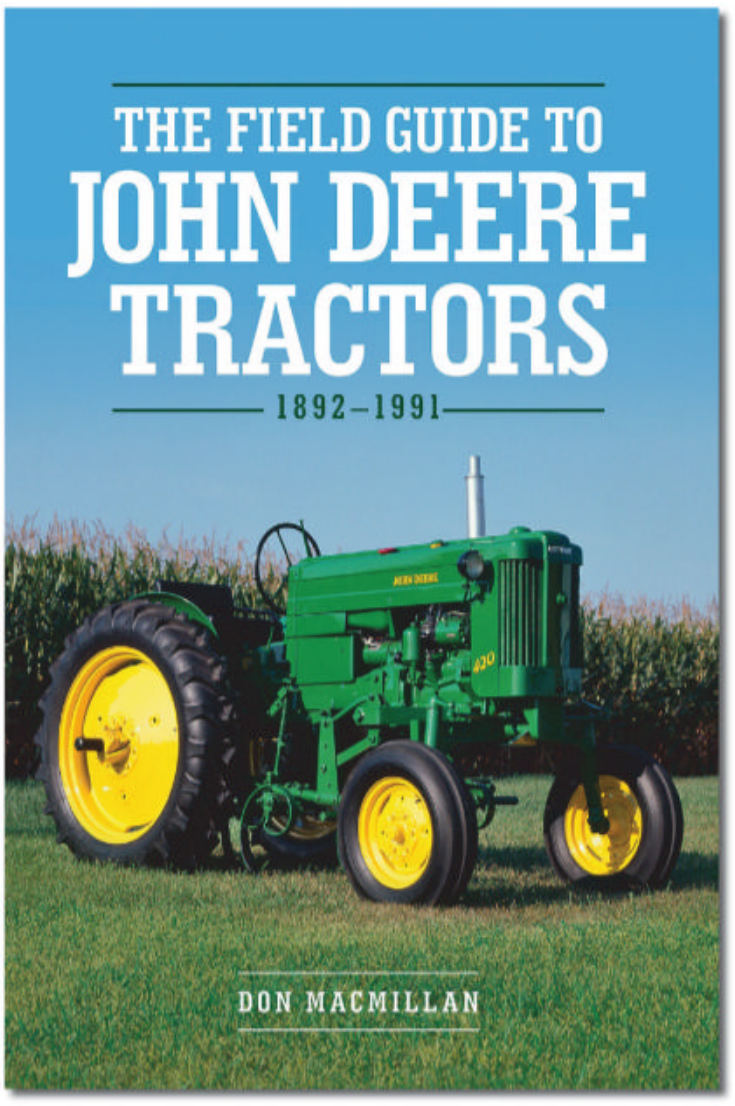

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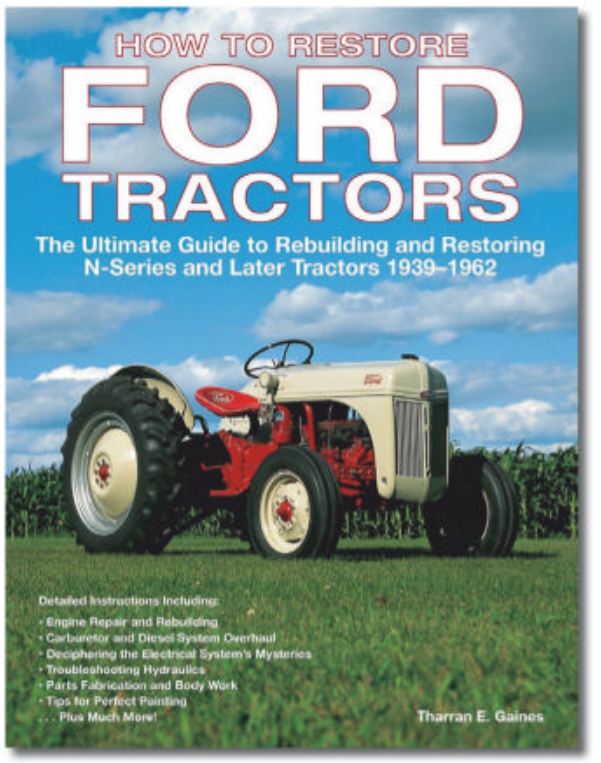

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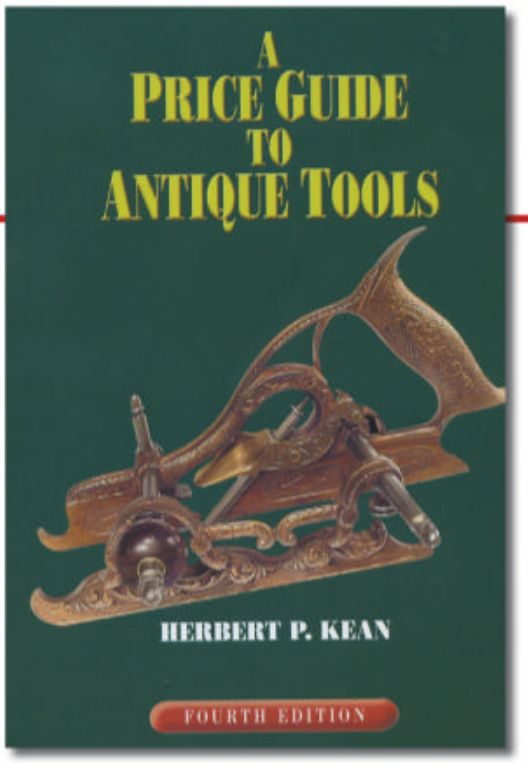

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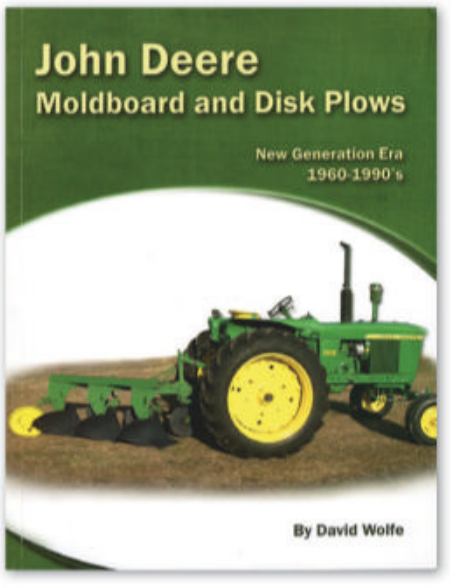

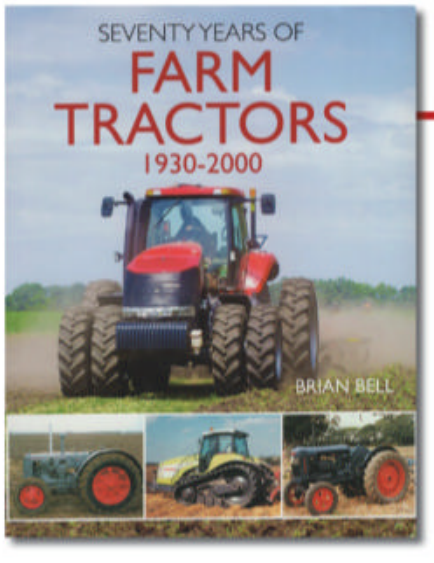

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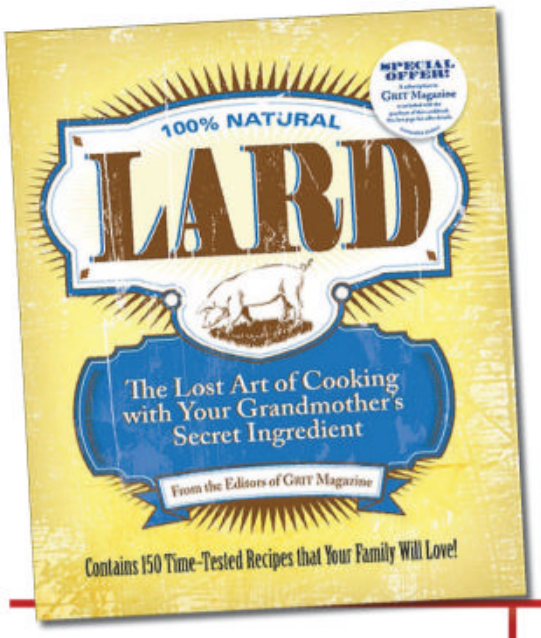

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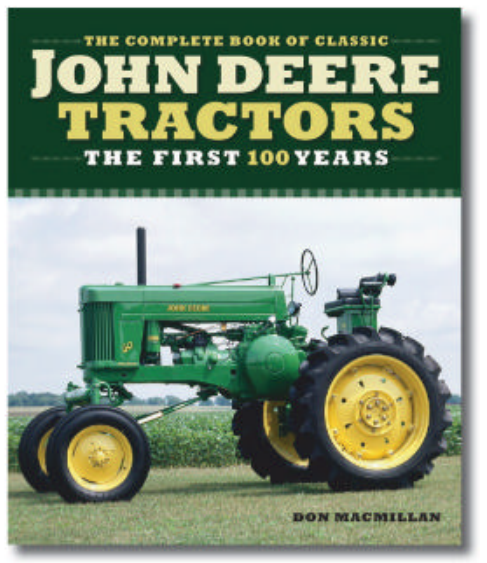

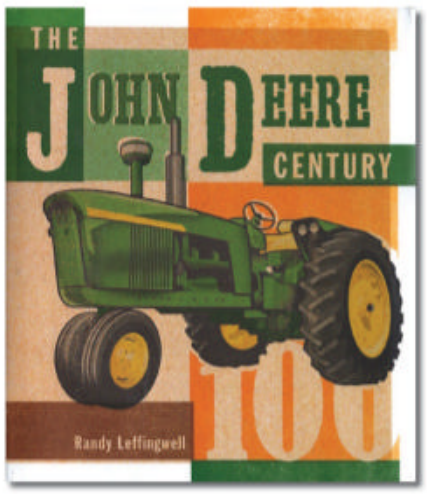

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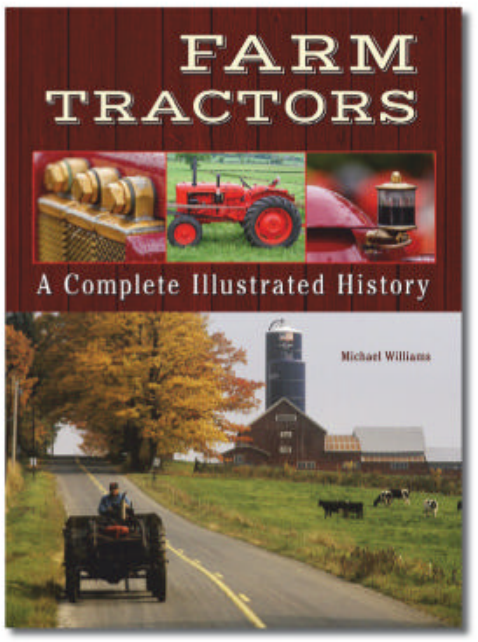

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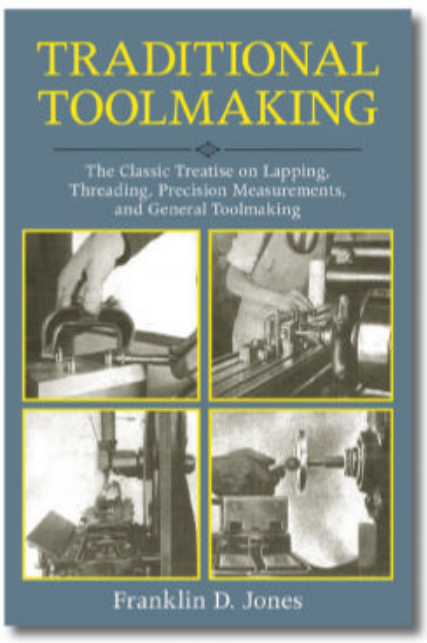

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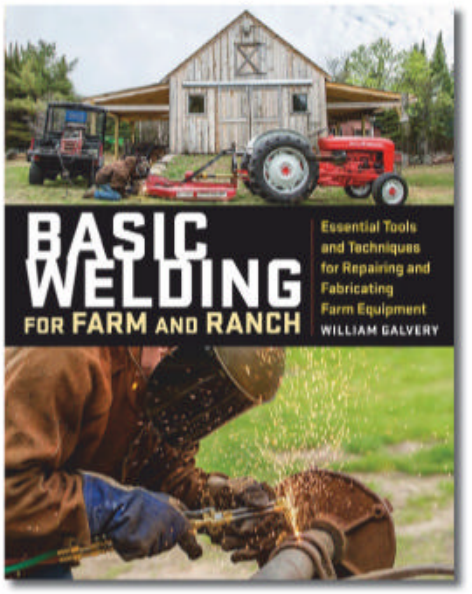

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The Line Up

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Ads received after the deadline will be held over for the next issue unless indicated otherwise.

PLEASE NOTE THE DEADLINES BELOW FOR THE NEXT FOUR ISSUES.

ISSUE	DEADLINE
March 2021	December 31 2020
April 2021	February 1 2021
May 2021	March 2 2021
June 2012	March 30 2021

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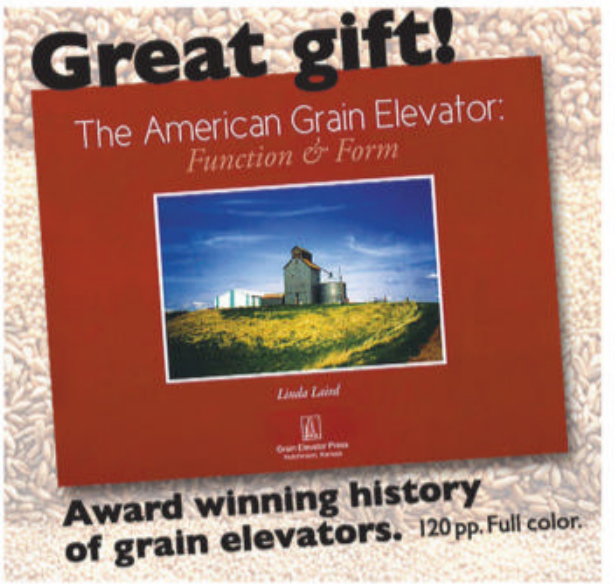

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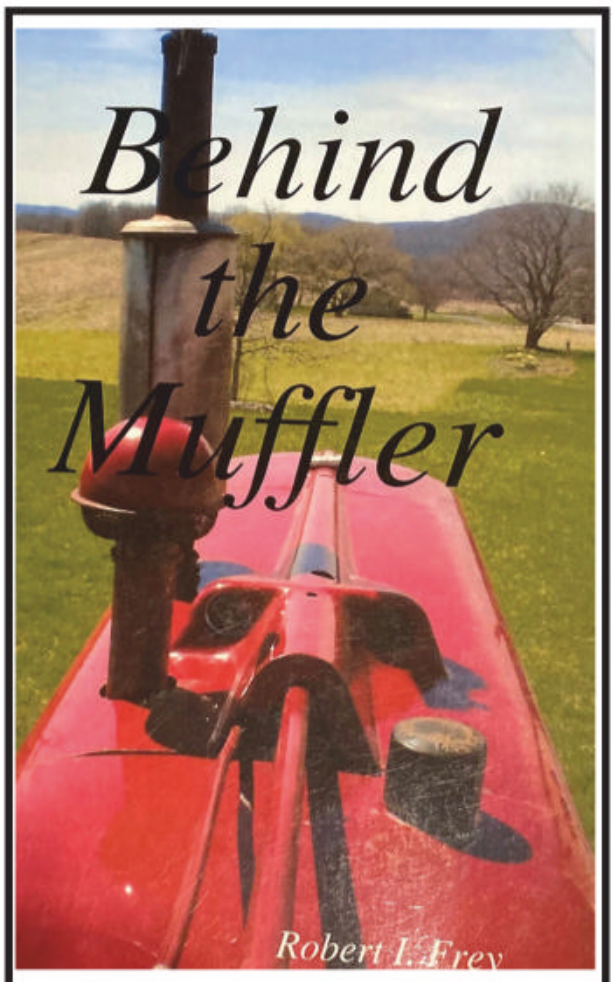

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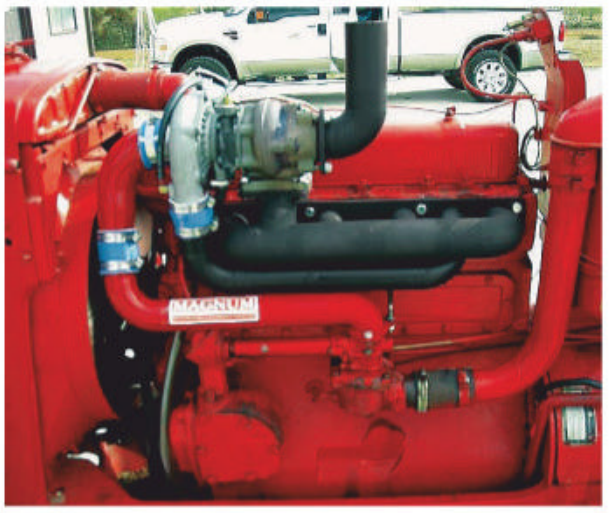

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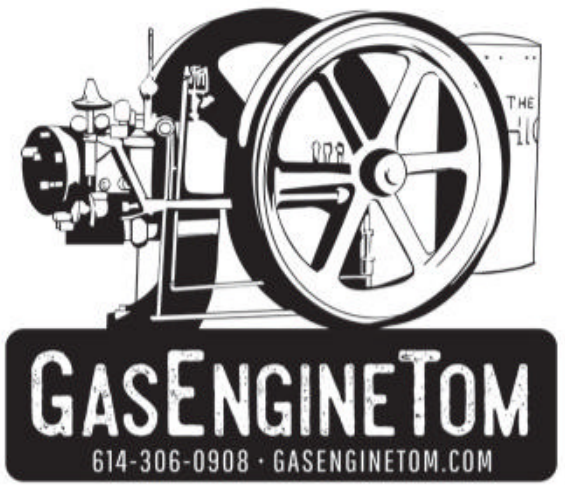

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